PRICE 2

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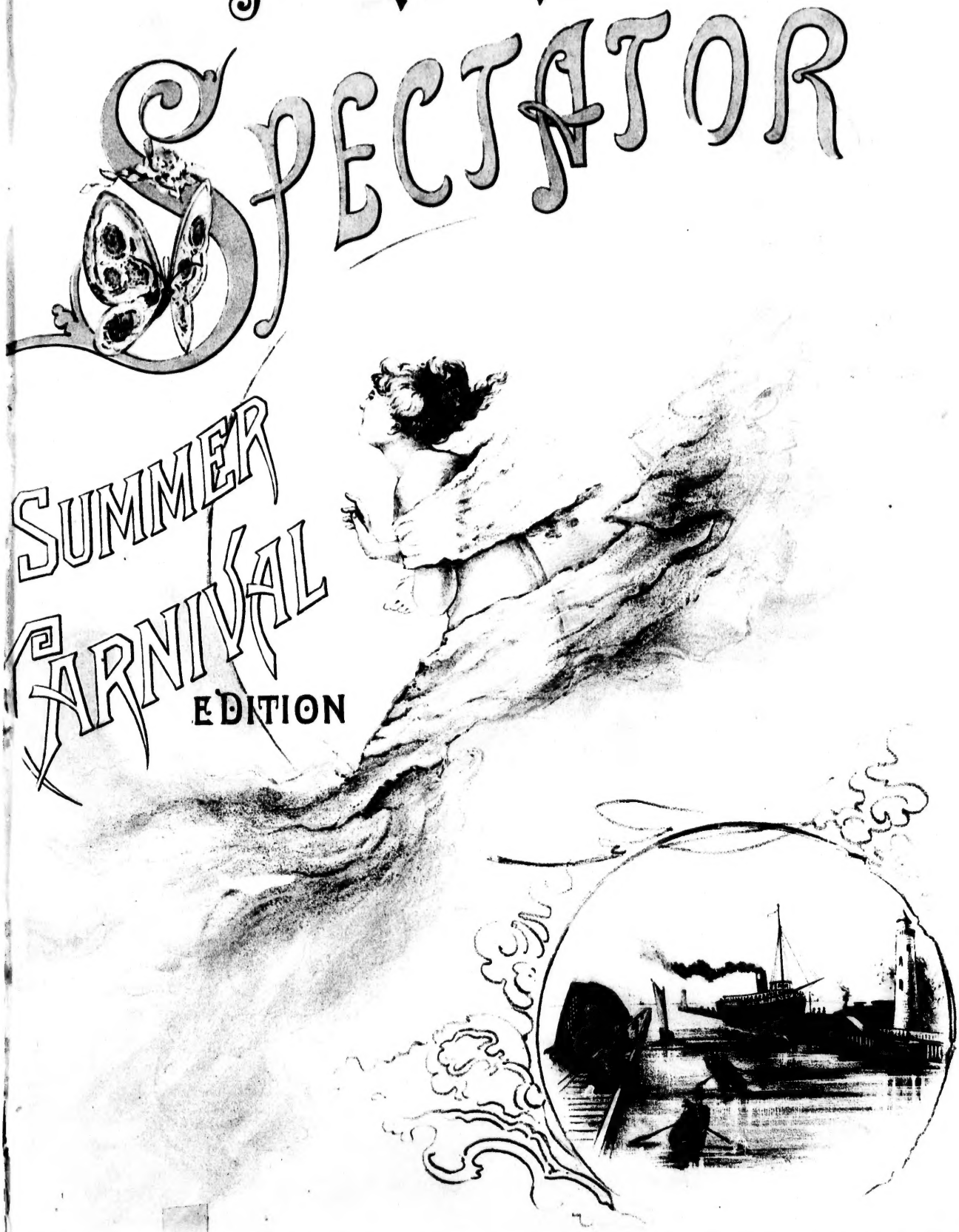
PRICE 25 CTS. AUGUST 1889.

HAMILTON SPECTATOR



This Trade mark is stamped on all Plated Ware of Meriden Britannia Co. make, and is a guarantee to the purchaser that he possesses the best goods that are manufactured.

MERIDEN BRITANNIA CO

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FINEST ELECTRO GOLD & SILVER PLATE

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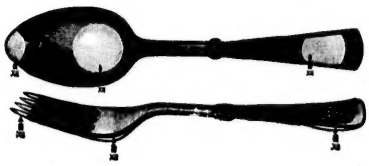
WAREROOMS AT HAMILTON, ONT. NEW YORK. MERIDEN, CONN. SAN FRANCISCO, CAL. CHICAGO, ILL. LONDON, ENG.

PURCHASERS of Plated Ware are cautioned against the worthless trash with which Canada is being flooded through pedlers and unprincipled dealers.

CANADIAN FACTORY, HAMILTON ONTARIO.



The above cut shows the XII sectional plating whereby the surfaces most exposed to wear are protected by an extra coating of pure silver of four times the usual thickness.

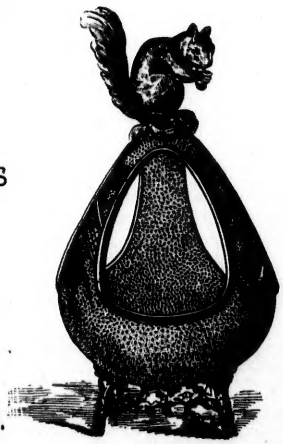
KNIVES, FORKS AND SPOONS

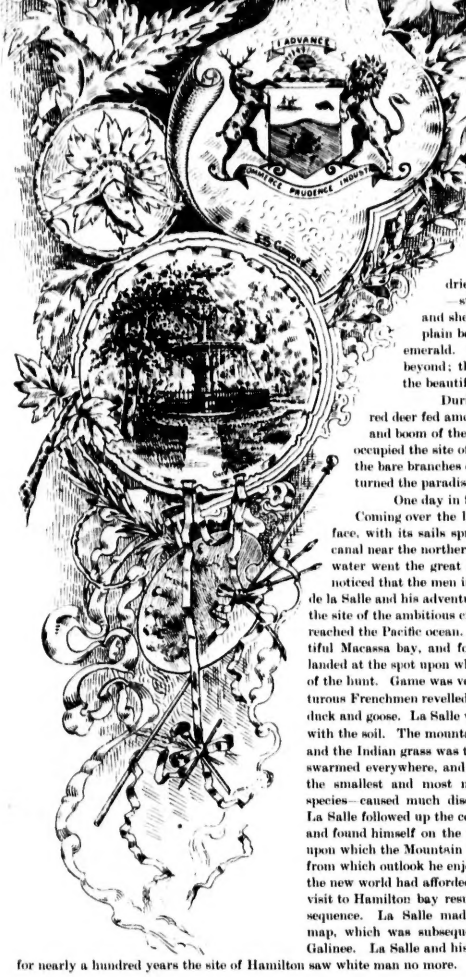
STAMPED

1847, ROGERS BROS. XII.

ARE

GENUINE ROGERS GOODS.





The History of Hamilton.

UP to the year 1669, no white man had ever set foot upon the ground upon which the beautiful and flourishing city of Hamilton now stands. All was in a state of nature. The mountain was crowned by a forest of magnificent pines, maples, beeches, elms, and other stately trees indigenous to the country. The mountain side was covered by a tangled mass of growing and fallen trees, shrubs, vines and brambles, so closely interwoven that but little of the rocky face of the escarpment was exposed to view. Below, where the city now stands, with its rectangular blocks of fine buildings, its many spires, lofty public edifices, solidly built business houses, tall chimneys and beautifully embowered private residences, the rich soil, plentifully watered by the natural springs of the mountain-side, was thickly studded with gigantic trees, in the shade of which grew a jungle of underbrush which kept the ground moist and marshy throughout the driest summer. On the shores of the bay—then called Macassa or Marcassah (beautiful water) by the Indians—stood rows of huge willows and drooping elms, whose branches dipped into the water and afforded seclusion and shelter for countless myriads of wild fowl. The view from the mountain in those early days was grand. The plain below was a mass of foliage which, waving in the passing breeze, took on the appearance of a restless sea of emerald. The beautiful bay, its calm surface mirroring the foliage upon its northern bank; the plains and heights beyond; the beach and broad Lake Ontario on the east, and the charming valley to the west, formed such a picture of the beautiful in nature as but few parts of this great world can equal.

During the day the site of the future ambitious city resounded with the voices of the Canadian song birds; the red deer fed among the trees, and geese and swans sailed upon the placid surface of the bay, and the laughter of the loon and boom of the bittern were heard in the inlets and marshes. At night the howl of the wolf in the thick jungle that then occupied the site of the present market square, the cry of the wildcat on the mountain side, the hoot of the owl perched upon the bare branches of the lightning-shattered oak, the sharp bark of the prowling fox and the sonorous croak of the bullfrog, turned the paradise of the daylight into the inferno of the darkness.

One day in September, 1669, some Indians who were encamped at the Burlington end of the beach saw a strange sight. Coming over the lake from the direction of the great river that plunges over the mountain was seen a great ship of the pale-face, with its sails spread to the gentle breeze. The great ship glided along parallel to the beach, was steered into the natural canal near the northern end of the beach, and which then connected the bay with the lake. On over the surface of the Macassa water went the great ship, until it finally stopped under the bluff on the south shore now known as Point Hill. The Indians noticed that the men in the great canoe wore strange costumes, carried strange arms, and that their faces were pale. It was Sieur de la Salle and his adventurous company of explorers, and the great Frenchman's was the first white man's foot that ever trod upon the site of the ambitious city. La Salle had started from Lachine with the avowed purpose of following the lakes and rivers until he reached the Pacific ocean. He coasted along the southern shore of Lake Ontario, passed the Niagara river, came on west to the beautiful Macassa bay, and found that there was no thoroughfare to the Pacific in this particular direction. La Salle and his party landed at the spot upon which the Grand Trunk station now stands, encamped upon the bluffs above, and proceeded to the enjoyment of the hunt. Game was very plentiful, and the adventurous Frenchmen revelled for days in venison, grouse, duck and goose. La Salle was not favorably impressed with the soil. The mountain springs made it marshy, and the Indian grass was tall and rank. Rattlesnakes swarmed everywhere, and the September mosquito—the smallest and most noiseless and active of his species—caused much discomfort. During his stay La Salle followed up the course of a mountain torrent and found himself on the mountain top near the spot upon which the Mountain View hotel now stands, and from which outlook he enjoyed the most glorious view the new world had afforded him. The French party's visit to Hamilton bay resulted in nothing of any consequence. La Salle made a remarkably inaccurate map, which was subsequently published by Father Galinee. La Salle and his voyageurs sailed away and for nearly a hundred years the site of Hamilton saw white man no more.

* * * * * * * * * *

When the American colonies rebelled against British rule and declared themselves an independent nation, there lived in Pennsylvania, on the shore of the Delaware river, one Robert Land. He was loyal to the old flag, as brave as he was loyal, and as strong, active and enduring as he was brave. He joined the ranks of the royalists, and his intelligence, acquaintance with the country, loyalty, remarkable power of physical endurance and knowledge of, woodcraft soon brought him to the notice of those in authority, and he was employed as a special scout. One night, as he was conveying an important message to the royalist camp, he stumbled upon a picket of the enemy. He was discovered, fired upon and wounded. But he succeeded in getting away and concealing himself in a thicket, where he dressed his wound and remained until daybreak. He delivered his message to the royalists and returned to his house. Imagine his grief when he discovered his once happy home a heap of smouldering ashes, and his family missing—murdered by the Indians. The strong man bowed low under the heavy load of grief that weighed him down; he lost all interest in the progress of the war; there was now no tie to bind him to his old home, and he took the trail for Canada, in which colony, still loyal to the crown, there was peace and an opportunity for poor Land to bury himself and his great grief in the unexplored

HAMILTON A CENTURY AGO.

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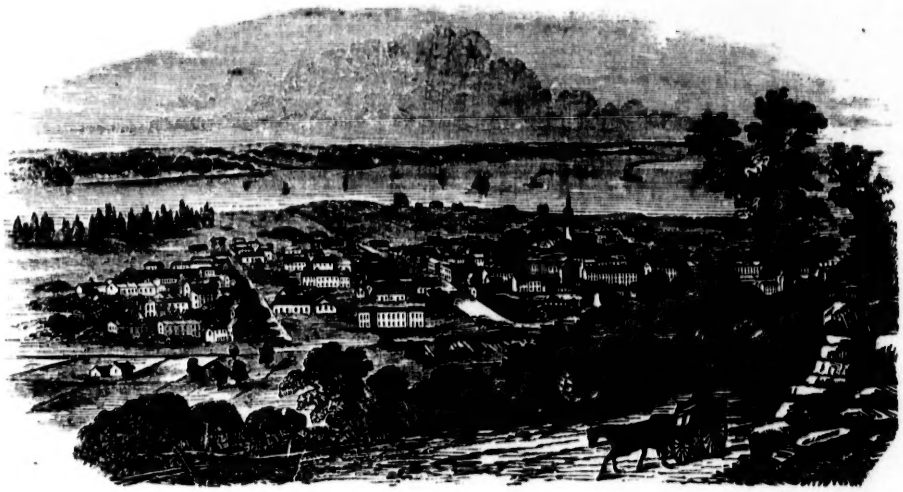
woods. He found his way to Niagara, where he made a short stay. Then he shouldered his rifle and axe, bound his pack of bedding and culinary utensils to his back, and forced his way through the dense woods until he arrived at the shore of Macassa bay, where he took up 300 acres of land in the territory now occupied by the eastern portion of the city of Hamilton. Here he built a primitive little log cabin, and became Hamilton's first settler. The cabin—Hamilton's first house—was a rude structure of logs, with one small window through which as much light as could penetrate a stretched wolfskin was admitted. It was in the June of 1778 when grief-stricken but brave and active Robert Land took up his residence in the future great city. His nearest neighbors were at Ancaster, where a beginning had been made towards the building of a village. The only roads were deer trails. One of these extended over the mountain and down to the bay, and another well defined trail led from the Grand river, through the Dundas valley, and down to the bay, reaching the water at the Indian mound which is still to be seen at the foot of Emerald street. Land spent most of his time in hunting—game was plentiful; but he cleared off and broke up a small patch of ground and was soon comfortably supplied with vegetables as well as the fruits of the chase. His first experiment in the cereal line was the sowing of a bushel of wheat, and its success augured well for the future of his domain of 300 acres. He lived alone for many years, industry adding to his comfort and wealth and time soothing his great sorrow, although he never could forget the destruction of his Pennsylvania home and the violent death of his wife and children.



HAMILTON IN 1845. REPRODUCED FROM AN OLD ENGRAVING

One day the solitary man was startled by the appearance of a woman at his threshold. She was weary and travel-worn and was accompanied by two young men. It was his wife and children! The meeting may be imagined; it cannot be described. This was the tale she told. When the Pennsylvania home had been attacked by Indians she and her children escaped. She tracked her husband to his place of concealment, and finding it covered with blood, came to the conclusion that he had been slain. In despair the broken-hearted woman and her children fled to New Brunswick. They underwent untold privations and hardship on the journey, and fared when she had reached a place of safety in the loyal colony as the penniless usually do. It was a hard life she led for a number of years; but she managed to keep herself and her supposed orphans clothed and fed, and the boys grew to be strong, healthy young men. In the course of time Mrs. Land grew dissatisfied with her surroundings in New Brunswick, and she migrated west to the neighborhood of her father's former home near Niagara Falls. Shortly after her arrival at Niagara she was told that a man named Robert Land had resided there for some time; but had gone into the woods under the shadow of the mountain at the head of the lake. There was no means of communication with the head of the lake, and the plucky woman decided to go and see for herself whether or not the hermit Robert Land was indeed her long-mourned husband. She set out on foot with her children, and tramped the entire distance through the trackless forest. She found her reward, and the reunited family lived and died in their little paradise in the woods—the pioneer family of the ambitious city of Hamilton.

The old homestead, situated on the eastern side of Wentworth street, between Barton street and the bay, is a fine, comfortable old residence, surrounded by beautiful grounds, shaded by a remnant of the primeval forest and embowered in well-kept shrubbery and vines. Here now dwells Colonel Robert Land, a grandson of the pioneer whose history is sketched above. Col. Land is now in his 83rd year, and is just such a hale, hearty old man as the scion of his pioneer parents might be expected to be. Col. Land is full of reminiscence of the early days of Hamilton.

After the arrival of the two sons, Robert and Ephraim, aged respectively 16 and 18, Robert Land began farming in earnest. In a short time the family was joined by two other sons and three daughters, who had been married in New Brunswick, and had remained there when the mother came westward. The husbands of the daughters were named Brincey, Horning and Hughson. Besides these came three men named Macafie, Kirkland and Ferguson, and several others. All these immigrants to Land's wild paradise took up land. The Hughson street and the Ferguson avenue of to-day indicate the location of two of these homesteads. The little community grew slowly. Other settlers came in and took up land; but the wolf and rattlesnake still held their own and the soil was considered to be poor and unproductive. This false impression was due to the presence of the rank Indian grass, which had taken such a hold upon the soil that its extermination was a work of great difficulty. Towards the east the Indian grass was less abundant, and at Stony Creek there was not any. It thus came about that at Stony Creek there was soon a thriving settlement, and another on the high land on the mountain. For many years the Stony Creek and Mountain settlements were larger and more prosperous than the Land settlement. To illustrate the condition of affairs about this time it may be mentioned that a hundred acres of land, bounded by Main street on the south, Barton street on the north, Emerald street on the east and Victoria avenue on the west—being part of a tract settled by one of the early arrivals—was sold for a barrel of pork and a yoke of steers, and Robert Land bought the one hundred acres from the purchaser at a slight advance in the price. Money was entirely unknown as late as 1795 and nearly all transactions took the form of barter. The farmer paid his bills in grain, and even the dues of the Masonic lodge were paid in the same commodity. It is said that the price of a pair of boots was a good ox and that a new dress for the good wife cost a cow. The privations and hardships of those old days are themes upon which volumes could be written. Life was no joke with the earlier settlers of Hamilton; but they managed to get along somehow, and were not entirely without jollity and happiness.

HAMILTON'S FIRST SCHOOL

When the American invasion of 1812 took place, Hamilton was looked upon by both sides as an important strategic point, and it was fully expected that a decisive battle would be fought here. The breastworks behind which the Canadian troops awaited the coming of the enemy may still be traced in Dundurn park and Burlington cemetery. But the battle was not fought here. Stony Creek, seven miles east, had the distinguished honor of witnessing the fight in which the Americans were routed, and which fight practically settled the whole business.

In the year 1813 George Hamilton, member of parliament for the Gore district, laid out the site of the nucleus of the present city in town lots, and the place was named for him. Hamilton was what would be called in these days a boomer. He had great confidence in the future of the place and devoted his energies to pushing the new town forward. The result soon became apparent and Hamilton began to grow. In 1814 William Sheldon opened a general store in a little frame building at the corner of King and John streets. Presently John Aikman began to make and repair wagons, his shop being situated on the south side of King street, opposite Gore park. Near by Edward Jackson started a tinshop. Other trades followed, until Hamilton was provided with everything that was necessary for a self-contained village. Things moved along quietly for some years. In 1824 the government passed an act for the construction of Burling-bay canal, and the result was that Hamilton immediately began to boom. The canal—now called Hamilton canal—connects Lake Ontario with Hamilton bay. It is about three-quarters of a mile in length and it took nearly nine years to construct it. Canal construction was a slow operation in Canada sixty years ago. The canal has recently been deepened and improved. It now admits any vessel that can pass through Welland canal. On the completion of the canal, in 1832, Hamilton became the head of navigation on Lake Ontario. The construction of the canal had attracted a large number of workmen to Hamilton. Houses for the accommodation of these during the progress of the work had to be built, and most of these men settled here permanently. With the opening of the canal the population and commerce of the town began to grow rapidly, and Ancaster and Dundas, both of which had had a long start of Hamilton, were left entirely behind in the race. The commanding geographical position of Hamilton had asserted itself, and the new town knew no rival in this district. Hamilton became known far and wide as a place of great prosperity and rapid progress, and a large immigration from the old world was attracted to the "head of the lake." The flood of immigration was so great that the local shops were unable to provide food for all comers, and many immigrants were forced to seek food and shelter at the various farm houses

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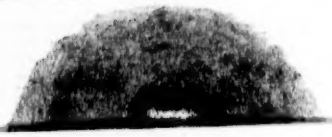
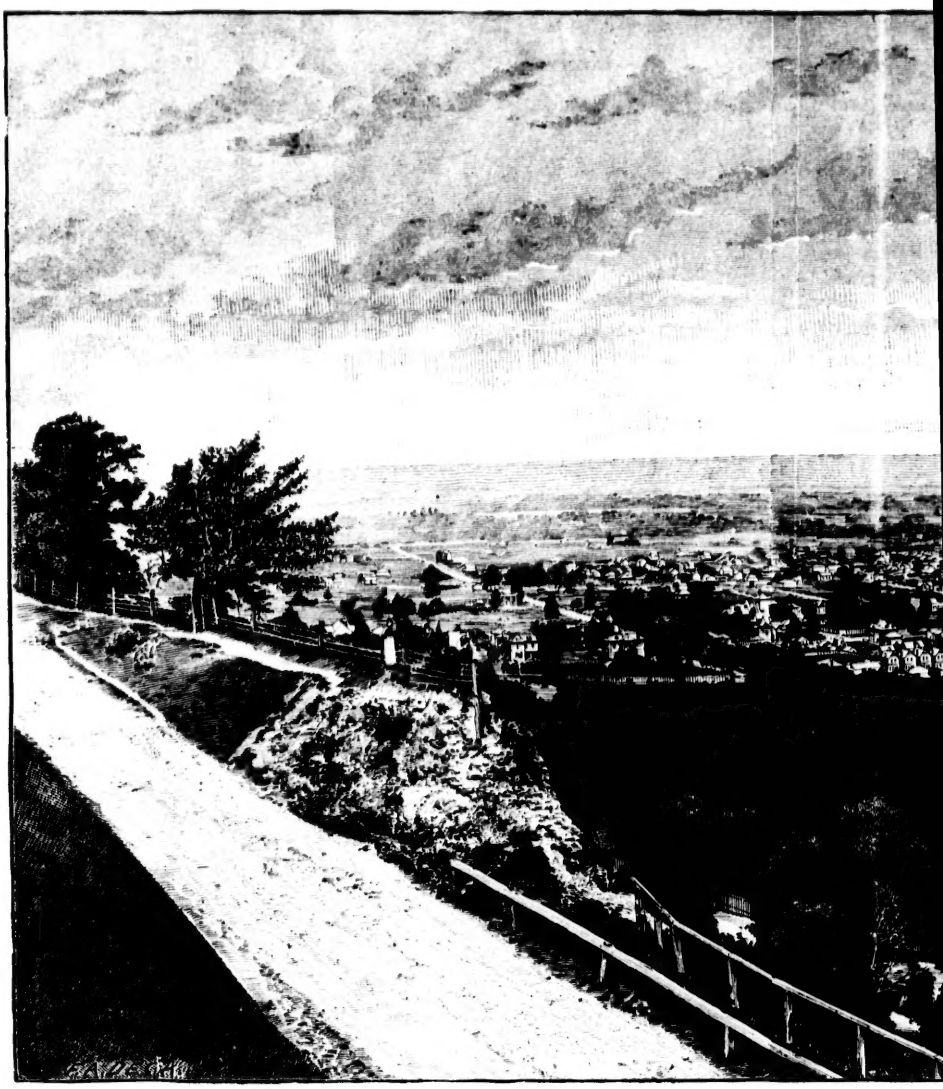


its prosperity was steady and uninterrupted. In 1856 the population had increased to 21,855. Several years before the last-mentioned date, however, Hamilton had begun to construct those magnificent water works, which are unequalled in the Dominion, and the total cost

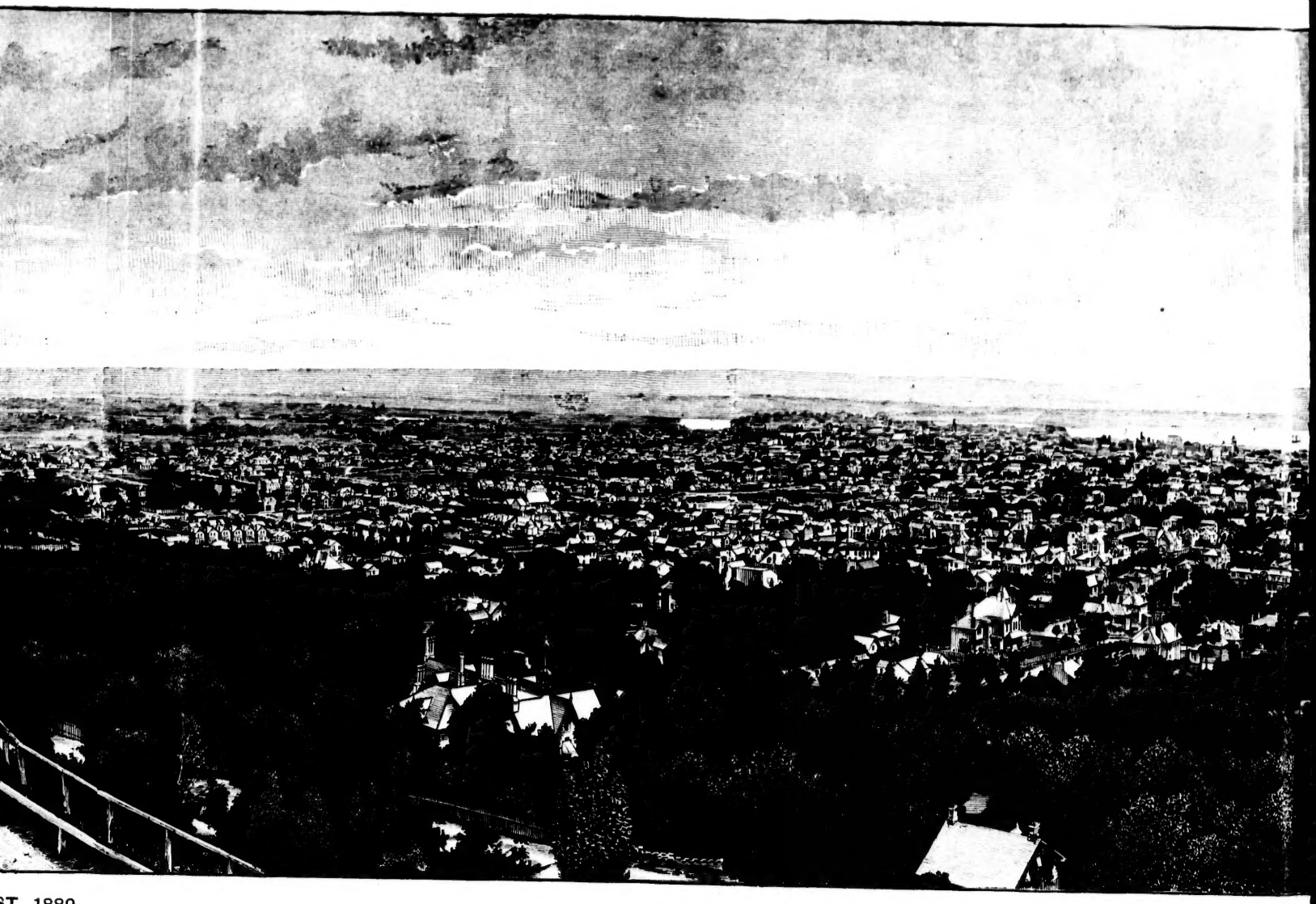
inhabitants, that the city was brilliantly illuminated, and high carnival was held for several days. In 1846 the population of the town was 6,832, and the assessed value £117,720. On the 9th of June in that year, Hamilton was incorporated as a city, and for some years subsequently soon very many hotels built down there. Some of them have disappeared. The old

DESJARDIN'S CANAL

LAIDLAW, PHOTO.



HAMILTON SPECTATOR CARNIVAL EDITION, AUGUST, 1889.



ST, 1889.

PANORAMIC VIEW

(FROM THE OBSERVATOR TH

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F HAMILTON, 1889.

(FROM THE MOUNTAIN VIEW HOTEL.)

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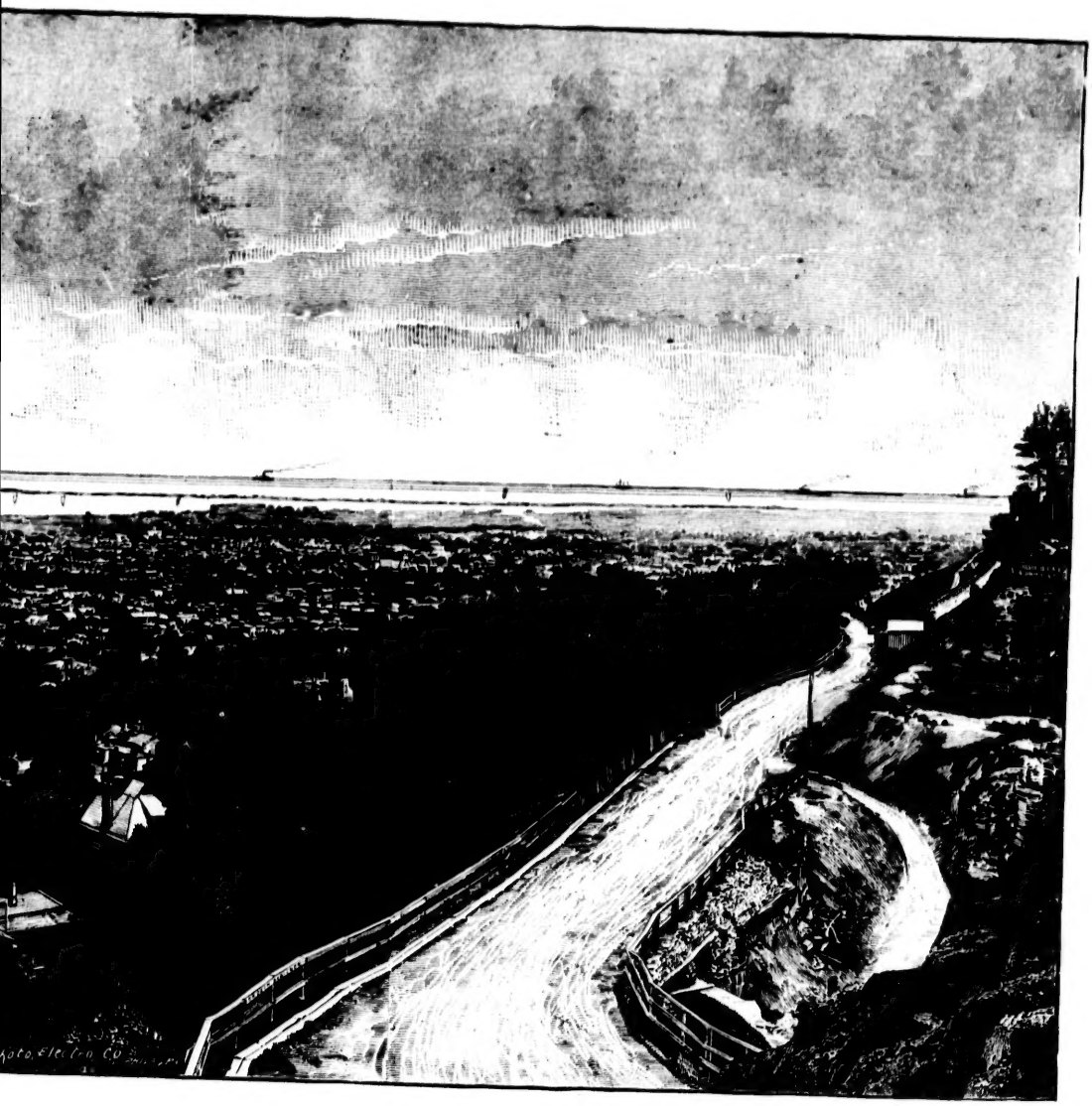

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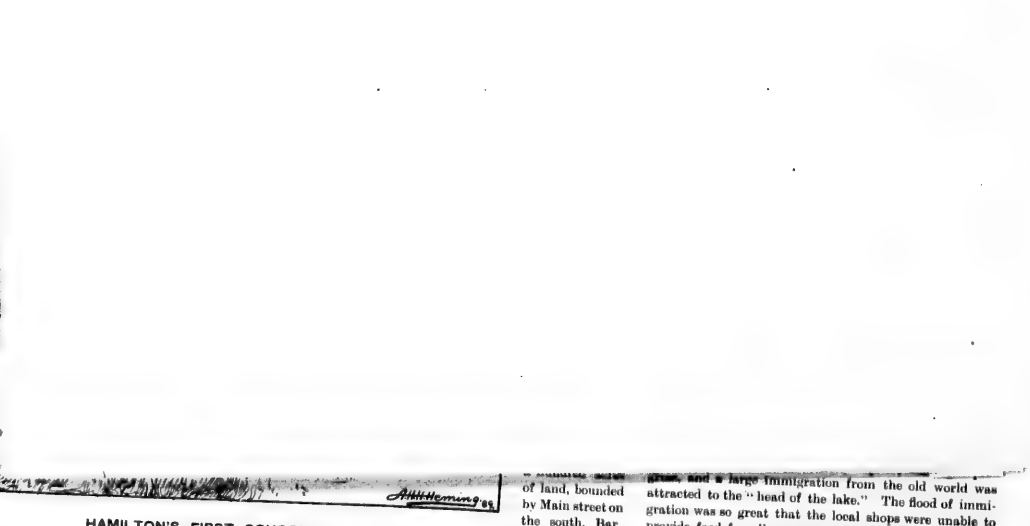

HAMILTON'S FIRST SCHOOL.

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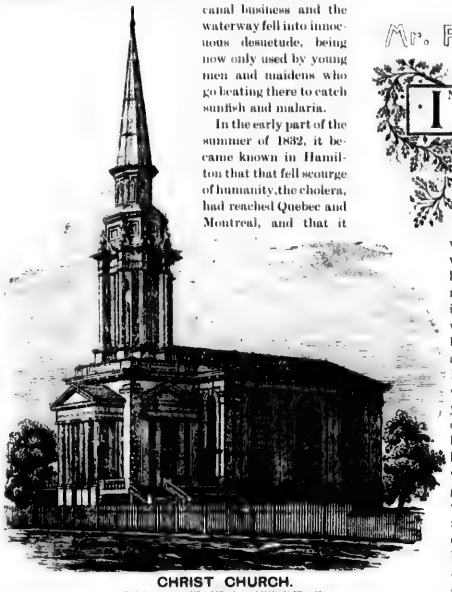
THE LATE HON ISAAC BUCHANAN.

in the adjacent settlements. The construction of the Desjardin's canal was another important project which engaged the attention of the people of Dundas and Hamilton about this time. It was chartered in 1816, and completed in 1832, the same year that witnessed the completion of the Hamilton canal enterprise. For many years the Desjardin's canal did a tremendous business, but the subsequent construction of the Great Western railway ruined the canal business and the waterway fell into innocuous desuetude, being now only used by young men and maidens who go boating there to catch sunfish and malaria.

In the early part of the summer of 1832, it became known in Hamilton that that fell scourge of humanity, the cholera, had reached Quebec and Montreal, and that it was advancing westward. A public meeting was at once called, and measures were taken for the improvement of the sanitary condition of the streets. Notwithstanding all precautions, the cholera made its appearance on the twelfth of July, and a number of the inhabitants fell victims to it. It broke out in the jail, and the jailor and his wife both succumbed to it. The medical board expressed the opinion that the prisoners, unless speedily released from durance, were all likely to be attacked. Accordingly Mr. (afterwards Sir Allan) McNab and another gentleman named Stephen, became securities to the magistrates, who authorized the sheriff to release from custody all the prisoners, except one who had been sentenced to be hanged. Upon this authority the prisoners, with the exception mentioned, were liberated. In the following November a destructive fire reduced a large part of the town to ashes, but the part destroyed was speedily rebuilt; and on the twelfth of February, 1833, the town had increased to such an extent that an act was passed to define its limits and to establish a market and police.



CHRIST CHURCH.
BEGUN 1836; COMPLETED 1838; DEMOLISHED 1876.

The rebellion of 1837-8 produced no effect on Hamilton, and the town is in no way specially identified with it. The next event of importance was the construction of the Great Western Railway. This was necessarily a matter requiring years for its accomplishment. When the bill chartering it was passed, so joyous and jubilant were the inhabitants, that the city was brilliantly illuminated, and high carnival was held for several days. In 1846 the population of the town was 6,832, and the assessed value £117,720. On the 9th of June in that year, Hamilton was incorporated as a city, and for some years subsequently its prosperity was steady and uninterrupted. In 1856 the population had increased to 21,855. Several years before the last-mentioned date, however, Hamilton had begun to construct those magnificent water works, which are unequalled in the Dominion, and the total cost of which has been over one million dollars. It invested largely in other municipal improvements, including expensive sewers and gas works. It also took a large amount of stock in the Hamilton and Port Dover Railway, and in other enterprises which proved unremunerative. Altogether, it plunged itself into debt, and has since had to pay dearly for its too rapid advancement during the few years to which we have referred. The crisis of 1859 came, and with it financial disaster to Hamilton, the history of which, during the following ten years, is dark and gloomy. Not a street but had its rows of unoccupied buildings; and for several consecutive years not a solitary building of any kind was erected within the city limits.

* * * * * *

But Hamilton did not remain in the mud. Its people were energetic and progressive; its situation was most favorable; the surrounding country was the most fruitful in the Dominion; and the ambitious city was soon enabled to pull itself out of the hole.

A. H. HEMING DEL.

ROBERT LAND'S CABIN, 1778

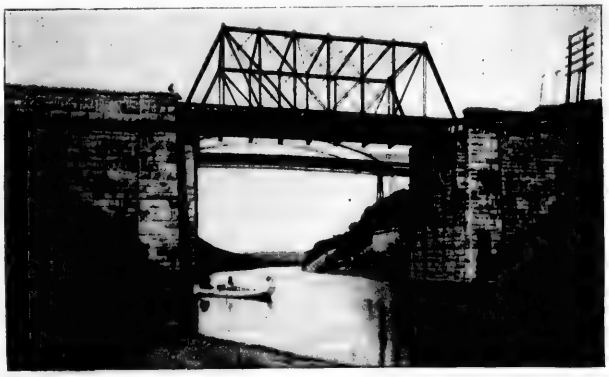
Mr. Fearman's Memories.

IN 1883, on the occasion of the fiftieth anniversary of his arrival in Hamilton, F. W. Fearman sent to the press the following reminiscences of the Hamilton of half a century ago:

Fifty years ago this month (in 1833), our family came from Norfolk, England, in the New York packet-ship Ontario. We were on the ocean six weeks, and two weeks on the Erie Canal to Oswego. Then we took passage on a schooner to Port Dalhousie, and from thence to Hamilton in royal style in a farmer's hay-rack. Hamilton was but a small place then. There were but three brick houses in it, and the bush came up to the corner of Wellington and King. Wellington street was called Lover's Lane. It was beautifully shaded with forest trees at that time, and for some years after. Peter Hamilton's fields reached down close to the wood market, and the boys used to have grand times gathering hickory nuts. His residence was on the spot where Mr. Hendrie now lives, and the farm gate was on Main street. At Dundurn the woods began again, and there was a crooked, narrow, sandy road to the old bridge. Splendid duck shooting was to to be had at the heights; black duck, mallard, teal, and now and then a canvasback. Redheads and coweens were not carried home in those days. Thousands of wild pigeons would also fly over this place, and as they would come up to the high ground from over the lake and bay they could be knocked down by sticks or shot by hundreds. This bird seems to have disappeared from this part of the country altogether now. On the southeast side of the city there were but few houses south of Main-st. The Springer homestead was located near the corner of Hunter and Spring, and in the fall, in cider time, it was the spot where most boys did congregate, and good long straws were in requisition. The bayside was in summer a busy place then, as wharves were building, and there were soon very many hotels built down there. Some of them have disappeared. The old hospital was one of those hotels, the Burlington Glass Works was another, and the roughcast building at the corner of McNab and Burlington streets another. But the glory of that locality is departed. The opening of the Great Western Railway changed the travel and traffic to other parts of the city.

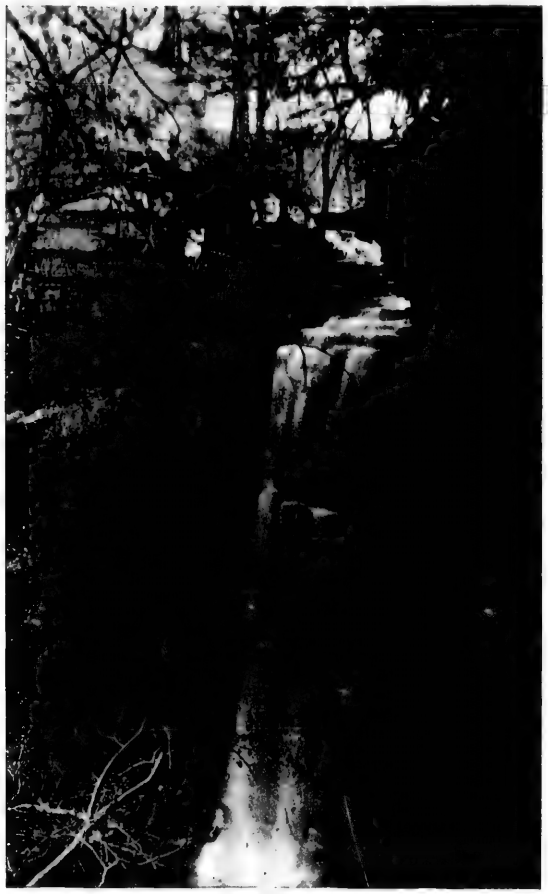
Hamilton was noted for its dust and dirt. On a windy day it was almost unbearable. The clouds of dust would sweep down York and King and Main streets, so as to put a stop to business, and all trade suffered very much from this cause. It was after one of those days of dust and wind that I wrote a petition to the Mayor to call a meeting to take into consideration what was the best plan to provide water for the city. The meeting was held. John Fisher, Mayor, was chairman, myself secretary, and from that meeting sprung our waterworks, which have been of such vast benefit to the community. The Gore was a very Sahara—dust, sand and mud the most of the year. I have seen this spot nearly filled with long, white-covered emigrant wagons, on their way from the Eastern States to the then far west of Illinois, Western Ohio and Indiana. I was told then that the farm was sold to the first man on it for $1 an acre, and if not taken up the first year after survey, then 75 cents; next 50 cents, and if not taken up then they were called swamp lands, and sold to any one who would give 25 cents an acre for them. But the first sale was to actual settlers only. It is evident that railway scoops, temperance society grabs, and ministerial boomers had not come into existence, as almost all the tillable land of those States was taken up by actual settlers.

I remember the day of the Queen's coronation. It was the first celebration of the kind held here, and a jolly time we had—bonfires and fireworks of a primitive kind. I don't think we had any fire-crackers. Anyway, the boys were better then than they are now, and wouldn't use them if they had. There were some hotels of note. The old Promenade House was the principal one. It stood where the Bank of British North America stands now. It was the stage



DESJARDIN'S CANAL

LAIDLAW, PHOTO



CHEDOKE FALLS

GM FARMER PHOTO

house. The arrival and departure of the stage was quite an event, and caused a great stir, as it was the most rapid and stylish mode of travel. This house was also the resort of commercial men, and the host (Burly) was well known by all travellers. The Cambria House was kept by a Mr. Cattermole, who was also an immigration agent, whose tracts and books were severely commented on, as he, like those of that ilk of this day, was apt to draw the long bow. This house was situated on the corner of John and Main streets, and was principally patronized by old country immigrants of the better sort, and it was celebrated as a place where they got rid of a good deal of money and a good deal of whiskey, which could be had pure at 16 cents a gallon. There was also another hotel on the spot where Wanzer's old factory is now, kept by Mr. Chatfield, and was noted as the place where all the big bugs put up, and at that house we stayed our first night in Hamilton. It was found on that occasion that those individuals did reside at this establishment (and they nearly ate us up), and its reputation was a correct one. There is now but one building on the Gore that was there then—I mean Messrs. D. Moore & Co.'s, on King street east.* The buildings in this section were all one or two stories, of wood. I do not know of but two men who are in business now who were in business then, and that is Messrs. John Winer and Dennis Moore.† All have passed away, and I now find more names of acquaintances in our cemetery than I can in the city. Such is life. Times were hard soon after this. In '34, '35 and '36 business was bad; no money, prices were low. All trade and truck, no cash for anything. The storekeepers used to print their own shinplasters, and each ran a bank of his own. He was president and board of directors both, until the Government put a stop to it. Wages were very low. Laboring men, 50 cents to 75 cents per day, or less. Mechanics, not much more, paid in truck. Produce was very cheap. Butter, 7 to 9 cents; eggs, 5 cents; whitefish, three to four large ones for a quarter; potatoes, 15 cents a bushel; wood, $1 to $2 a cord; meats, grains and flour equally low, but still hard to get, as there was no trade, business or money. General dicontent prevailed, and the rebellion of '37 took place. The Family Compact was wiped out; responsible government became a fact, and the country prospered. Some years after the Indians surrendered the townships of Seneca and Oneida, which were surveyed and sold to actual settlers at $4 and $5 an acre. The lands were taken up at once, and many of the lands were paid for by half the pine timber on it. I helped to survey this land under the late Mr. Kirkpatrick, P. L. S. I mention this to show the extraordinary rise in the value of timber and lumber since then. These fine large pines were then sold at from $1 to $2 apiece. Mr. Bradley, of this city, informs me that he pays from $80 to $100 for each of them. There was plenty of very fine walnut, also cut into lumber at $15 to $20 a thousand, which is now worth $100 for the same quality, and none to be had in this locality. These lands are now worth from $50 to $80 an acre.

The churches were few and far between. Old King street Methodist was in use, although I have seen it full of sheep since then. It was subsequently repaired and used for divine service. There were no Episcopal, Presbyterian, or Catholic churches here. Rev. Mr. Geddes used the Court House. As to schools, I first went to a school called "Miss Sewell's Select Ladies' Establishment," where a few lads were admitted. It was kept on the corner of King and Walnut streets. I think the name is on it still as the building has not had a coat of paint since then. A Mr. Randall also had a large school in the old Cambria House on John street, lately pulled down by Mr. Hoodless. He was a club-footed man, but could throw a ruler straight as a shot. Most of the teachers then were men who were unable to make a living in any other way. I give you a few extracts from the early public school records of a later date:

The earliest date of the public school records go back to 1847—a period of 36 years. At that time the city was divided into six sections, in each of which there was one school house, containing one school room, presided over by one teacher. One of these schools is described as good, four as middling, and one as inferior. Two were 18 x 20 feet, and two 22 x 24 feet. The houses were all frame buildings, not one of them was held in fee-simple, four in ordinary repair, two in bad repair. All were suitably furnished with desks and seats, according to the idea of the time; four had special arrangements for ventilation; not one had a playground. Of these six school buildings one only was owned by the Board, the others were rented. No maps or other school apparatus.

There were no fewer than twenty-eight private schools in Hamilton; to-day there are not more than two worthy of the name. Central opened 1853; preparations occupied three years.

I do not remember but one wholesale house. This was Colin C. Ferrie & Co.'s, a large, white clapboarded structure on the corner of King and Hughson, where the Bank of Commerce is situated. They did quite a large business. Manufactures were slim. There was a Mr. Harris, a gun maker, where Myles' coal office now stands, and he would perhaps turn out a gun or a rifle a month, but they were noted as good articles. There was also a man, on the corner of John and Jackson streets, noted for making good angers, and I guess he could turn out a dozen or so in the year.

There were no railways. The first railroad meeting was held on the wood market, on John street, and an ox was roasted, or rather warmed, as when it was cut up it was as raw as an east wind, and used as the boys use a baseball now; the catchers, however, coming off the worst. Long since then I have been twenty-four hours on the road between the Falls and here, and travel all the time, and twelve to fourteen hours between here and Toronto. I think the first steamer here was the John By, a small craft that was afterwards wrecked on Marygold Point, across the lake. When she came in at Land's wharf, where the H. & N. W. elevator is now, there was quite a commotion. Now all this is changed. We live in the best age the world ever saw. An age of steam, railways, telegraphs, telephones, quick transit and passage, low postage, and a greater share of comforts to the whole people; less political wrangles, and greater catholicity of spirit among the different denominations of the land; churches and schools everywhere, and a regard for the Sabbath that is observable by everybody. Our merchants and manufacturers, with equal railway facilities, ask odds from no one. They are princes in their calling, and their motto is, as it always has been, "I advance." I consider Hamilton is the most pleasant and favorably situated place in Canada. Its location at the brink of the lake and bay is beautiful. It is now clean and well provided with water, and there as fine buildings, residences, churches, and public offices as are to be found anywhere, and also thousands of houses that are principally owned by the people who live in them—built out of their earnings since they came here. Most of the streets are well planted with shade trees and well drained. The soil is excellent. All the varieties of fruit and vegetables suitable to this climate are grown here and in the vicinity to perfection, as our market will demonstrate. I joined with a few of the people on Park street in planting the first street with shade trees, and now almost all the private streets are planted with them. We have copied a good deal in this matter from the States, and we have considerable to learn. The habit of throwing old boots, stovepipes, etc., into the street, will have to be got rid of, many of the ugly high front fences taken away, and the old leaves from the trees swept up tidily, good asphalt sidewalks provided, the streets kept in better repair, and last and most important of all, two or more good parks set apart and made free to the people, before we can be called a first-class city. I hope to see this done. We had once the opportunity to purchase Dundurn for less than $20,000. It was prevented by a few who would oppose any improvement, and though we would have been greatly benefitted by the purchase, the opportunity was lost.

I have given you these few notes as they have presented themselves to my mind, and if they are of interest to your readers you are at liberty to use them. I wish a continued increase and prosperity to the Ambitious City.

F. W. FEARMAN.

* The building referred to was torn down about a year ago.
† Both dead since Mr. Fearman wrote his reminiscences.

A FEW years ago a change was made in some of the local nomenclature. The village of Wellington Square became Burlington. It became apparent to Hamilton people that to continue the use of the names Burlington Bay, Burlington Beach and Burlington Canal was not desirable. In fact it was misleading. The bay is undoubtedly Hamilton's. A great part of the beach belongs to Hamilton, and the canal is the entrance to Hamilton harbor. Therefore, by common consent, the names Hamilton Bay, Hamilton Beach and Hamilton Canal were substituted for the older names.

A BIT OF AINSLIE PARK.

COCHRAN PHOTO

Na-go-she-Onung.*

A Legend of Webster's Falls.

BEFORE this land of ours was prest
By the all-conquering white man's tread,
While yet the young and virgin West
Was waiting to be wooed and wed,
Where blue Ontario's western waves
By green and sunny wood and glade
Gambolled and gleamed, there lived and loved
A lovely Indian maid.

She was the daughter of a chief
His only child, his joy and pride;
Revenge, and hate, and pain, and grief
Vanished when she was by his side.
And she was loved by all, as all
The good and fair and tender are;
Her many vowelled Indian name
Meant this: The Evening Star.

In truth, the star of eve ne'er shone
More soft than she, more sweet and bright,
Beaming upon the earth alone
From out the threshold of the night.
The wild free life of wood and hill
In her deep eyes had left its trace;
All beauties of the earth and sky
Were mirrored in her face.

No youth had breathed to her of love;
They watched and worshipped from afar;
She seemed like something set above
The touch of men, as angels are;
And all her heart, with all its love,
Its mystic yearnings, blind desires,
And passions wild and half-subdued,
Was nature's and her sire's.

But one there was who loved her well
A mighty brave and hunter he;
Where'er the Red Wolf's hatchet fell
Terror and death were sure to be;
Of man or beast a life went out
Whene'er the Red Wolf's arrow sped,
And thickly in his lodge were hung
The scalps of foemen dead.

He was like some old gnarled tree
In winter, dreaming of its youth;
A silent, smileless man was he,
Strong as the moose, and more uncouth.
His eyes, deep-caverned, held no light
Like black and stagnant pools they seem'd,
Except in time of battle then
Like funeral-fires they gleam'd.

Her father's friend, he often came
At close of the long summer days,
To hear her sweetly call his name,
To drink her smiles and watch her ways.
He brought her trophies of the chase
Bright-plumaged birds, the red deer fleet,
The richest life of wood and plain
And laid them at her feet.

Now when the summer's feverous mouth
Had drunk the balmy breath of spring,
Up from the dim mysterious south
There came a strange and wondrous thing
A great canoe that skimmed the waves
Swift as the darting swallow's flight;
No paddle urged its course it flew
With wings of snowy white.

And soon they saw the wondrous thing
Lying at rest anear the shore;
Close-folded was each snowy wing,
Like some white bird's when day is o'er.
Then four pale strangers, each with face
And mien that spoke of high command,
Stepped quickly through the shallow wave,
And came unto the land.

Their dress, their looks, were strange, and they
Could speak not in the Indian tongue;
Three were stern warriors, grim and grey,
But one was fair and tall and young.

Straight as a pine, with sunny hair
That rippled to his shoulders wide,
And clear blue eyes that beamed with truth,
Courage, and youthful pride.

Them did the simple natives greet
With friendly awe untouched by fear.
And, hastening, set before them meat,
And fresh fruits of the budding year,
And honey from the hollow tree,
And small birds snared within the brake,
Sweet nuts, and fish that yestereve
Were sporting in the lake.

So, till the young moon's silver rim
Had grown full orb'd, there lingered they;
Then the three warriors, grey and grim,
Far o'er the water sailed away,
But the fair youth still tarried there,
Forgetful of his friends afar,
Lured by the love and loveliness
Of her, the Evening Star.

Yes, they did love, this youthful pair!
When first her dark eyes dwelt on him
She seemed to breathe a richer air,
Her senses seemed to reel and swim
In a fierce flood of pained delight,
And yearnings pure but passionate;
Her love burst forth like some rich flower
Whose glory blossoms late

And he, the youth no less loved he,
The maiden's beauty on him stole
Like an entrancing melody,
And steep'd with love his very soul.

And the two lovers in their bower,
Like sweet birds safe within the nest,
Sat side by side, hand clasped in hand,
And watched the glowing west

Sudden, a wild and piercing cry
Arose upon the startled air;
And, lo! against the crimson sky
They saw the Red Wolf standing there.
Upon his crest three eagle plumes
Stood black against the sky's red glow,
A deadly arrow, wing'd for flight,
Athwart his mighty bow.

A moment on the pair he glared,
Then uttered such a dreadful yell,
The dumb beasts fled, amazed and scared,
And birds from out their coverts fell
Then, with a fierce, inhuman laugh,
Sudden his mighty bow he drew,
And full upon its destined course
The fatal arrow flew.

Swift as the bird lightning's pace,
Straight to its mark the arrow hied,
And, hissing past the maiden's face,
It sunk into her lover's side.
Moaning, he fell; then, turning, smiled,
And faintly strove to speak her name,
While, gushing from his stricken side,
The crimson life blood came.

The maid stood pale and rigid; she
Uttered no cry, and spake no word;
Her large wild eyes gazed tearlessly
Like eyes of a snake charmed bird.

WEBSTER'S FALLS. A. T. NEIL PHOTO

Old hopes were now to him as dead
As stars unto a blind man are;
One light alone remained for him
The tender Evening Star.

Far inward through the smiling land,
O'er sunny hill, in forest shade,
By winding rivers, hand in hand
The maid and youth together strayed.
All scenes to them were beauteous, yet
They chiefly loved to linger where
The mist-clad cataract's deep voice
Filled all the summer air.

Close to the brink the leafy boughs
Low bending, made a shady bow'r,
A sweet place, meet for lovers' vows;
And here full many a golden hour
The youth and maid together passed,
Lulled by the cataract's monotone,
And oft their hair was damp with spray
By freshening breezes blown.

No need had they of uttered speech:
The looks that lurk in lovers' eyes,
And two hearts throbbing each on each,
Hand-pressures and half-stifled sighs,
Were language sweeter far than speech;
Yet, many liquid Indian words
She taught him names of flowers and trees,
Of insects, beasts and birds.

So passed the summer days away
In one long blissful dream of love
No one did choose to say them nay,
To counsel, caution, or reprove.
The people seemed to notice naught –
Only the grim Red Wolf; and he
Silently vanished – no one knew
Where the Red Wolf might be.

It was an evening calm and still;
The summer winds had ceased to sigh;
The sun had sunk behind the hill,
And set on fire the western sky.

Stiff stricken, horror frozen, dumb,
So stood she for a moment's space;
Then stooped, and rained warm kisses on
Her lover's pallid face.

Upon his brow the gathering dew,
The fading light within his eye,
His heaving breast, she saw, and knew
That soon the youth would surely die.
Then stood she up, and sent her voice
Abroad, till all the woodland rang,
And the far hilltops echoed back
The death chant that she sang.

While yet that weird, unearthly song
The echoes mimicked far around,
Her dusky arms, so lithe and strong,
About the dying youth she wound,
And swiftly bore him from the bower
Close to the rushing water's brim.
"With him," she thought, "I may not live
But I can die with him!"

Within her arms still closely clasp'd
Close as a mother clasps her child
The maiden's name he faintly gasp'd,
And looked into her face and smiled.
One long, fast, parting look she gave,
On his pale lips pressed one long kiss;
Then, heart to heart, with him she plunged
Prone into the abyss.

When by the people they were found,
Dead on the sharp rocks lay the pair
Her arms still closely clasped him round,
Her hair was mingled with his hair.
They laid the lovers face to face,
Close to the cataract's sounding shore,
In one deep grave, and there they sleep
In peace forevermore.

J. L. LEWIS.

Webster's F[illegible] a cataract a few miles west of Hamilton. The water plunges down a sheer precipice of 80 ft.

* Na-go-she-Onung—Evening Star in the Ojibway language.

COURT HOUSE. J. R. MOODIE PHOTO.

An Old Inhabitant's Story.

ONE of the oldest, if not the oldest, inhabitant recently penned the following interesting reminiscence:

The late George Hamilton made the first survey of town lots in what is now the City of Hamilton (previous to that called Burlington) in 1816. This survey comprised that portion of the city bounded by King, James and Hunter streets, and the westerly line of the Springer farm about half-way between Catharine and Walnut streets. In 1820 there had been but three or four buildings erected on these lots, and these stood on King. The Grove Inn stood on the ground now occupied by the old Wanzer factory. This name was given to the inn on account of a grove of oak trees which lined the centre of King street, from James to Mary streets. Some years after they were all cut down by the pathmaster, a man named Gray. The most notable building in this first survey was the old log jail, built in 1817-18. It stood near the south-west corner of the square bounded by John, Main, Catharine and Jackson streets. This square had been deeded to the Gore District for the site of the jail and courthouse in 1816. The jail was built of hewed logs to the height of ten feet, and on the top of this was erected a frame building for a courthouse. The prison was divided into four rooms—two for criminals, one for debtors, and the other was occupied by the jailor and his family. All the rooms were precisely alike, and about 12x14 feet in size, divided—two on the east and two on the west—by a hall about four feet wide. The "Governor's" room served for kitchen, parlor, dining-room and bed-room, for that officer and his wife. They had three little boys who lodged in the debtor's room—being locked up during the night and liberated in the morning. This jail was extremely strong so far as the outer walls were concerned, but the designer seemed to have entirely overlooked the floors and foundation, so it was found necessary to provide the two criminal cells with substantial chains, which were securely riveted round the legs of the worst class of prisoners. The others took their departure at such times as seemed to themselves best, by raising a plank of the floor and digging out under the foundation. Numerous escapes were made in this manner. In those days criminals were not fed as they are now, one pound of bread and a quart of water being the daily allowance; however, they were not stinted in the matter of fruit, as the jailor's boys kept them well supplied with apples during the season. The prison was located a short distance back from John street, and on the vacant space, fully exposed to public view, the pillory and stocks and whipping-post were in readiness. These instruments of punishment were called into requisition after the session of almost every court, two hours in the pillory or stocks, or thirty-nine lashes with cat-o-nine-tails, being the common sentence for rogues who committed small offences. The more serious criminals were banished to the United States. During court times the old jail was the centre of great trouble and excitement. In those days jurors, witnesses and litigants came very long distances to attend assizes from west of Brantford and north of Guelph. Booths were erected on the vacant space on the John street end of the square, made of boughs of trees, and from them were dispensed spruce beer, ginger cakes and apple pies. Loyalty was in high feather those days, and the writer of this sketch saw a man who had imbided too much "black-strap" committed to the cells for 48 hours for saying "d—n the King,"—he referred to his Majesty George IV. The first man hanged in the old Gore district was from this jail. His name was Vincent; he had murdered his wife. A miserable job was made of this execution, as the colored man who officiated as hangman had to swing by the culprit's legs for some time before death relieved the sufferer. Two young "ladies" were at one time exposed in the pillory for about two hours, much to the amusement of the inhabitants of the village. Both the murderer Vincent and the girls were from Beverly. This jail was pulled down at the completion of the stone edifice in Prince's Square in 1829.

The First Church.

THE following interesting report appeared in the SPECTATOR after the jubilee services in the First Methodist church some years ago:

The pioneer who first introduced religious services in Hamilton was the venerable Richard Springer. He moved here about the first year of this century. The homestead was in the rear of the Catholic schoolhouse on Hunter street, and some of the trees of the old orchard are standing there still. He was of German descent, and in the first ardor of his conversion at Niagara, prayed, in broken English, that "the Lord would send down the fire and burn the world up." He meant it spiritually, but his good wife ran out in horror, fearing that his head was turned. And so it was to very good purpose, for he thenceforth opened his house to the wandering itinerants who preached in the scattered settlements of the land. They held meetings in his barn or in his capacious kitchen, and when quarterly meeting came, he would take a large wagonful to the old Bowman chapel on the mountain, or to the still older one at Stony Creek, which was riddled by the bullets of the battle of 1812. In those days, Elder Ryan was the best known itinerant, and travelled as the Presiding Elder from one end of the Province to the other. The oldest regular place of worship in Hamilton was the little frame schoolhouse on the corner now occupied by B. E. Charlton's factory. In this little building, in the absence of preachers, Mr. Springer took charge of the small company of Methodists for many years. He exhorted with great zeal and an abundant fund of quaint humor, which was very effective in those days. Dennis Moore, in his speech given at the tea-meeting last evening, states that most of the farmers occupying the site of Hamilton were then Methodists, the Springers, Lands, Aikmans, Fergusons, Hughsons, Beasleys, Hess, Kirkendalls, &c. In 1822 Col. Robert Land gave the lot of one and a quarter acres for a burying-ground and a church. The earliest gravestone in the ground is that of Samuel Price (a tavern-keeper) dated 1822. In 1823 the deed was made out to five trustees, Richard Springer, Charles Depew, John Aikman, John Eaton and Peter Ferguson. The contract for building was given to Day Knight, son-in-law of Mr. Springer, and whose widow, Mrs. Elroy, is still living in Hamilton, and from whom we have gleaned many of these particulars. The price of the church was to be $1,700, a sum doubtless harder to secure than $50,000 would be in these times. The church was duly dedicated in May, 1824. It is believed that Elder William Case, who succeeded Ryan as Presiding Elder in the west of Canada, preached the sermon. Old Dr. Case was not a relative of the itinerant, nor was he a Methodist, but he had a great liking for Elder Case, and often entertained him at his house. The year of the dedication of this church was the year of the virtual separation of the Methodist Church of Canada from that in the United States. Her progress was all the more rapid thereafter. This year was the beginning of the Methodist Missionary Society, and it is noted in the minutes that the Ancaster circuit, reaching perhaps for thirty miles to each point of the compass, gave $22. Rev. Isaac B. Smith and Rev. David Culp were the preachers on the circuit at this time, and Rev. Joseph Messmore, whose presence at these jubilee services has so delighted all his hearers, was junior supply in the latter part of the year. About this same time Rev. Dr. Ryerson was a youth of twenty, studying classics in Hamilton with Mr. Law, well known as a skillful teacher. He intended to remain quietly at his studies, but Father Springer got his eye upon him at the meetings, and brought him up to the altar to exhort with the stirring appeal, "No cross, no crown."

The rowboats of Hamilton are one of its institutions. There are thousands of them, and they are all light, graceful, handsome and safe. In Hamilton bay one sees none of the heavy, lumbering craft that at many famous summer resorts are called pleasure boats. The Hamilton boats are built on the finest lines, of the toughest and lightest timber. They are highly finished, and thoroughly equipped with the best oars, and are in every respect the finest lot of small boats to be found anywhere in the Dominion of Canada.

BOYS' HOME. LAIDLAW. PHOTO.

Some Scraps of History.

THE influx of immigrants, induced to Hamilton by the work to be had in the construction of the Hamilton and Desjardins canals, was a sore trial to the villagers. There were no immigrant sheds in those days, nor no attentive John Smith to look after the wants of new arrivals. The villagers gave the immigrants the use of their sheds and outhouses, and fed them to the best of their ability; but the demand for accommodation and food was heavy. There was no King street in 1830, Main street being the great thoroughfare. Peter Horning was pathmaster of the village, and the office then was much more exalted and important than it is now. Being bothered by immigrants calling at his door, soliciting relief and shelter, he had the road now known as King street opened as the principal street of the village, so that strangers might not easily find him out.

Some idea of the manner in which business was conducted in those days may be gleaned from the following advertisement, which appeared in the Western Mercury:

"ANCASTER FLOUR MILLS AND DISTILLERY. The subscribers wish to inform the public that they have rented the Flour Mills and Distillery formerly occupied by Job Loder, Esq., and are now ready to supply such orders as they may be favored with, and will give in exchange two gallons of whiskey for 60 lbs. of rye or Indian corn. They will also give for five bushels and 20 lbs. of merchantable wheat, one barrel of superfine flour, 50 lbs. of bran and 10 lbs. shorts; or one barrel of fine flour, 50 lbs. bran and 10 lbs. shorts for five bushels of wheat. The owner of the wheat to find casks and nails. PARKER & WESLAPE."

That the Gore of King street was then as it is now a favorite resort for promenaders appears from the following advertisement which appeared in the Western Mercury, then published in Hamilton by James Johnson:

"PLUMER BURLEY, formerly of the Ancaster Hotel, has rented the new tavern stand in Hamilton (south-east corner James and King, called the Hamilton promenade,) directly opposite McNab's office, and expects to commence business three weeks from the present date."

"Hamilton, July 4, 1832."

JAMES STREET STEPS. LAIDLAW PHOTO.

It was in 1832 that W. L. Mackenzie made himself generally heard over the country. On March 19th of that year a meeting was called by Sheriff Jarvis, upon petitions of Robert Land and others, for the purpose of considering an address to His Excellency Governor Colbourne on the subject of the petitions of grievances sent by W. L. Mackenzie and others to His Majesty King William the Fourth. The following account of the meeting is from the Mercury of that date:

"At the hour appointed a numerous meeting of freeholders took place, and amongst the rest appeared the Apostle of Discord (Mackenzie) with a small but well disciplined band at his back, many of whose faces were unknown to the oldest inhabitants of the district, and in his front a standard bearer with a blue and white striped flag, which was attempted to be introduced into the court house, but with its bearer was unceremoniously ejected as soon as it reached the threshold, and the patriot band were obliged to disperse for a time with this remarkable emblem of their devoted attachment to William the Fourth and the British Constitution!!

"While the Sheriff was reading the requisition and the notice the satellites of Mackenzie created such an uproar by stamping and yelling, that scarcely a sentence of these documents could be heard, and when Mr. McNab attempted to submit an address to the meeting, this selected gang of disturbers redoubled their clamour, and for three quarters of an hour would not permit a word to be heard. "Knock him down!" reiterated the incendiaries. "Not one of you dare do it!" replied the soldier who fought for the British Constitution and defended the land of his nativity when it was invaded by a foreign foe, and he spoke no more than the truth. During this period Mackenzie tried frequently to usurp the Sheriff's place, and with his usual insolence told him he had no business there, but was as often ejected from it by force. At the same time, his faction endeavored to put one of their own party in the chair, but a motion being made and carried that Mr. Mackenzie be requested to retire, he and his party withdrew amid the groans and hisses of the Freeholders of Gore. This, perhaps, they would not have done had they not observed symptoms of the impending chastisement which their foul, base, and dishonorable conduct had provoked.

"Remember this, ye Freeholders of Gore, that though the Apostle of Discord and his disciples held ten different meetings in Gore district undisturbed by you, they would not permit you to hold even one without resorting to base and unfair means to prevent it, which you witnessed on this day. Remember that for the purpose of assembling a gang to interrupt your proceedings, they had a number of post riders out for several days distributing inflammatory hand-bills as false as the men who presented them, and remember that you saw the utmost muster they could make. Remember, also, that a number of those men did not belong to Gore district; and, above all, bear in mind the flag they exhibited as a token of their love for your country and your Sailor King.

"As soon as Mackenzie's corps retired from the court house, W. M. Jarvis, Esq., Sheriff, was voted into the chair, and John Law, Esq., was appointed Secretary, when the following resolutions and addresses were submitted to the meeting and carried unanimously amid deafening cheers of approbation."

The resolutions condemned Mackenzie's "inflammatory and revolutionary principles and libellous publications," and endorsed the conduct of their own representatives, namely, John Wilson and Allan N. McNab. The address was expressive of loyalty and attachment "to the King's Most Excellent Majesty." This account says that the address was signed by about four hundred freeholders.

On the 12th February, 1833, an act was passed "on account of the great increase in the population of the town," to define the limits of the town of Hamilton and to establish a market and police therein. The limits were defined thus: Commencing at the north-east corner of broken lot No. 13, in the first concession of the Township of Barton, at the western edge of Burlington Bay; thence along the shore of the said bay to the north-west corner of lot No. 16; thence southerly along the allowance for road in the rear of the third concession; thence easterly along the said allowance to the allowance for road between lots No. 13 and 12; thence along the said allowance to Burlington Bay to the place of beginning, including the whole allowance for roads and that part of the harbor lying in front of said town. And it was further enacted, that for the purpose of electing members of the said Corporation, "the said town shall be divided into four wards in the following manner, that is to say: The street heretofore called the Mountain street or Ancaster road, and which shall be hereafter called John's street, and the street leading from the eastern part of the district, in the direction towards Dundas, hereafter to be called King street; and all that part of the town lying west of John's street and south of King street shall comprise the first ward; and all that part of the town lying north of King street and west of John's street shall comprize the second ward; and that part east of John's Street and north of King street shall comprise the third ward; and all that part of the town lying opposite to it shall comprise the fourth ward." Each ward was to elect a member of the Corporation, he being a householder therein to the assessed value of £60. The election of members to be held on the first Monday in the following month of March, the members holding their seats until the first Monday of the following year. It was further enacted that a town lot should be rated on the assessment rolls at £25, and that every lot or portion of a lot on which a house was built should be deemed and taken for a town lot. It was further enacted that the Corporation should appoint a surveyor of streets for the said town, a Clerk, an Assessor or Assessors, a Bailiff or Bailiffs, a Collector or Collectors, a Treasurer, and as many other officers as they might require. New streets were not to be less than 66 feet wide. The Corporation was also authorized to fix the situation of the market and to borrow the sum of £1,000 for the purpose of building a market house and for purchasing one or more fire engines as might be deemed necessary. Although the Town of Hamilton was incorporated in 1833, a considerable portion of the business part of the town was destroyed by fire the year before, while

160 FEET HIGH. HOPKINS' FALLS. J. H. MOORE, PHOTO

the cholera swept away a great many of the inhabitants. The year 1832 was an unfortunate one for Hamilton. On November 16th of that year a destructive fire broke out in the town, the extent of which will be gathered from the following account from the Canadian Wesleyan, then published in the town:

"With feelings of the most painful nature we proceed to describe the ravages of an accidental fire which took place in the new tavern built by Mr. McNab, by which the finest part of this town was reduced to ashes in an incredibly short space of time. The fire commenced between eleven and twelve o'clock a. m. on Friday, the 16th inst., and in about three quarters of an hour communicated to five other buildings, exclusive of the one in which it originated, including the stores of Messrs. Ferguson & Co. and Mr. McNab; the Post Office, Desjardine's Canal office, Western Mercury office, the dwelling house and shop of Mr. Scobie, Mr. A. Miller's tavern and out-buildings, all of which were consumed in less than three hours from the first appearance of the fire."

The Western Mercury office reopened at the office formerly occupied by the Clerk of the Peace, next door to M. Law's, near the Court House. The post office referred to had been removed, October 3rd, to a room above the Western Mercury office, so that they both came to grief together.

At the beginning of the new year the following advertisement appeared in the Western Mercury:—

"THE GORE DISTRICT SCHOOL will be opened after the present vacation on Monday night, the 14th inst., in the new building on Mountain (now John) street, fronting the Court House Square.

TERMS OF TUITION FOR DAY SCHOLARS. In the Classics, £1; in the Common Branches, 16s. For boarders, who must supply their own beds and bedding, 12s. 6d. per week, or £32 per annum.

An evening school will be opened by Mr. Randall from 7 to 9, so soon as twelve applications are received. Terms, £1 per quarter, payable in advance.

STEPHEN RANDALL,
Hamilton, Jan. 10, 1833." Teacher G. D. School.

The fire does not appear to have depressed trade very much, for an advertisement appeared in the Western Mercury, Jan. 3, 1833, as follows:—

"TRAVELLERS."

"Andrew Miller's extensive STEAM BOAT HOTEL AND BARN, that were burnt on the 16th November last, at a loss of $6,000, are now partly restored. He has erected a new barn, 60 feet by 40, and a shed 45 feet long, and an addition of 30 feet to his small white house next door to his old stand.

Y. M. C. A. BUILDING.

"He can now render travellers as comfortable as before. He intends, by tenfold more industry, perseverance and economy, to give better satisfaction (if possible) to his customers, and hopes by the indulgence of a generous public to be able shortly to replace his house in a new and more beautiful edition, corrected and amended by the author.

"ANDREW MILLER."

On the 27th July, 1833, the board of police contracted with Henry Saunders for five wells to be constructed in the town, each well to contain eighty cubic feet of water for fire purposes. These wells existed until the construction of the water works, indeed some of them were not completely filled up until the summer of 1874. The last pump existed near where the drinking fountain on the Gore now stands. On the 1st July, 1834, the board of police appointed Messrs. Stinson and Law as commissioners to procure a loan of £1,000 to build a market house and procure a fire engine.

In 1839 an act was passed giving the corporation authority to establish a second market not to exceed three acres in extent. It further authorized them to borrow £1,000 on the security of the town, and to establish rules and by-laws for the regulation of markets. One of these by-laws provided that no butter, meat, poultry, nor fish, should be exposed for sale except in the public market, John street, with the exception of Tuesdays and Saturdays, when farmers were allowed to carry their wares about the town for sale. The market fees were 7½d.

THE new Y. M. C. A. building is situated at the corner of James and Jackson streets.

Sir Allan McNab.

NO history of Hamilton would be complete without a sketch of the life of the late Sir Allan McNab, who had much to do with the early history and progress of the place.

Allan Napier McNab was born at Niagara-on-the-Lake in 1798. He was the son of a Highland Scottish gentleman whose father was the owner of a small estate. Allan's father joined the army and came to Canada on the staff of General Simcoe. The young McNab gave early promise to follow the profession of his father, for when the Americans attacked Toronto he shouldered his musket, being then only in his fourteenth year. He served during the war both in the field and on board the fleet and took part in several engagements. Peace found him an ensign on half-pay. It is possible that he saw but little prospect of future active employment in the army, for he soon afterward turned his attention to the study of law. In 1825 he was called to the bar and decided to carry on the practice of his new profession in Hamilton. In 1829 a circumstance occurred that proved the direct means of his entrance into public life. The "Hamilton outrage," as the exhibition of Sir John Colborne in effigy in the streets of this city was called, became the subject of parliamentary inquiry. McNab was summoned as a witness, and certain questions being put to him, he decline to testify, averring that if he did he might compromise himself. He was declared guilty of contempt, and the serjeant-at-arms promptly took him into custody and brought him to the bar of the house. On motion of William Lyon Mackenzie, the leader of the rebellion of eight years afterward, the recalcitrant witness was committed to the common jail. He was confined for a brief period only; but the Conservatives chose to regard him as a martyr, and when the general election of 1830 occurred McNab was selected as their candidate. He was sent to the house of assembly as the representative of Wentworth county, and one of his first acts in the legislature was to second a motion for the expulsion of William Lyon Mackenzie from parliament for breach of privilege, the offence being the publication in Mackenzie's newspaper of some sharp criticism of the government's policy. McNab followed this with a series of attacks upon Mackenzie, which hardly ceased during the life of the latter. In 1837 McNab was elected speaker of the house of assembly, and he continued to hold that office until the union of 1841. He represented Wentworth county for three terms, and then sat for Hamilton. The rebellion of 1837-8 gave him another opportunity to employ his soldier-like qualities. As soon as the uprising took place he put himself at the head of a band of followers, whom he styled his "Men of Gore," and proceeded to Toronto to the assistance of the lieutenant governor. The rout of the rebels at Montgomery's tavern, the dispersion of the malcontents of the western district, the Niagara frontier episode, and the cutting out of the steamer Caroline followed in quick succession. For services he rendered in that campaign McNab was knighted, and received the thanks of the provincial legislature. Later he was created Queen's counsel. Soon after the union of Upper and Lower Canada Sir Allan became leader of the Conservatives, then in opposition. On the defeat of the Baldwin-Lafontaine administration, McNab was elected to the speaker's chair, and he occupied it from 1844 to 1848, when he once more became chief of the Conservative opposition, and Baldwin and Lafontaine succeeded to power for a second time. Sir Allan opposed with great vehemence Lafontaine's rebellion losses bill, and even went to England to invoke imperial interference. His mission failed, although Gladstone strongly supported his cause. On the defeat of the Hincks-Morin government in 1854, Sir Allan was asked by the Earl of Elgin to form a cabinet. He called Morin to his aid, and in September of the same year he succeeded in forming a coalition ministry, taking the offices of president of the council and minister of agriculture. In this cabinet by far the more active spirit was John A. Macdonald, Sir Allan's lieutenant. This government succeeded in negotiating a reciprocity treaty with the United States, in abolishing the seigniorial tenure laws and secularizing the clergy reserves. Sir Allan suffered severely from gout, and his energy and force began to show signs of weakness. On Macdonald's shoulders fell the real work of the government. It was McNab's wish that John Hillyard Cameron should succeed him in the leadership of his party, but the party had decided on John A. Macdonald, and when Sir Allan was forced to yield to disease, in 1856, the latter became the virtual chief. On retiring from office Sir Allan was created a baronet, and in 1857 he sailed for England in search of rest and health. He went to reside at a place near Brighton, and his health was so much benefited that he announced himself as a candidate for the British house of commons, as a supporter of the Earl of Derby's administration. He was defeated, and then determined to return home. Arriving in Hamilton in 1860, he was forced to keep his bed for several weeks. A vacancy occurring in the western division in the legislative council, Sir Allan was asked to become a candidate. He rallied, promptly accepted the nomination, and was carried to the hustings where he addressed the electors, and notwithstanding his feeble condition he secured his election by a majority of twenty-six votes. A partial reconciliation took place between Sir Allan and John A. Macdonald, but the old feeling was still strong. While in England Sir Allan had been consulted by the home government on the subject of colonial defences. For the advice he gave he was made an honorary colonel of the British army. He was also accorded the rank of honorary aide-de-camp to the Queen—an honor that is never lightly given—and in that capacity he attended the Prince of Wales during the latter's visit to Canada in 1860. When the parliamentary session of 1862 opened Sir Allan was chosen as the first elective speaker of the legislative council. Failing health and general prostration, however, had done their work, and he was unable to perform the duties of his office. In the declining days of the session he was too ill to be in his place. When prorogation came in June he was barely able to get to his home in Hamilton, and six weeks later he died. Throughout his lifetime he had been a zealous member of the Church of England, but just after his death his sister-in-law, who had attended him during his closing years, declared that he had died in the Roman Catholic faith, and, as she was the executrix of the estate, by her order he was buried according to Roman Catholic rites. The incident created great excitement, and became the subject of controversy in the SPECTATOR. Sir Allan married in 1821, Elizabeth, daughter of Lieutenant Daniel Broke, by whom he had a son and a daughter, and who died in 1825. In 1831 he married Mary Stuart, elder daughter of the sheriff of Johnstown district, who bore him two daughters, but whose death in 1846 left him again a widower. The daughters by his second wife both married. One, Sophia Mary, in 1855, became the wife of William Coutts Keppel, Viscount Bury, who sits as Baron Ashford in the house of lords; and Mary Stuart, in 1861, married a son of the late Sir Dominick Daly.

THE old MacQuesten foundry occupied the ground upon which the Royal Hotel now stands.

HAMILTON'S FIRST FOUNDRY.

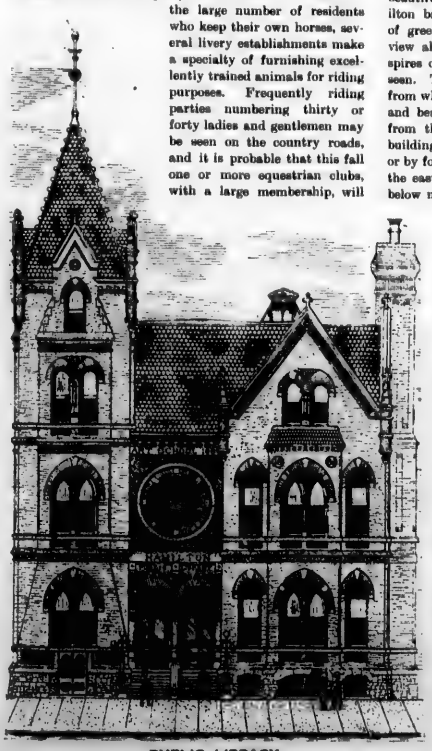
Drives and Scenery.

IN the vicinity of few cities in Canada are to be found such varied and beautiful drives as abound in the suburbs and immediate neighborhood of Hamilton.—Mountain, lake, and the most delightful sylvan scenery, alternate with views of extensive and valuable fruit farms, and the prosperous and productive homesteads of a wealthy farming community. It is seldom that such a variety of scenery is to be found in one place; but Hamilton is especially favored by nature in that respect. A mountainous country seldom takes a high rank as an agricultural country, but in this case there is an exception. Hamilton is built on the particularly rich and fertile belt of land that lies between the base of the heights, commonly termed Hamilton mountain, and the bay side. This belt of land lies along the base of the heights, between them and the lake, all the way to the Niagara frontier, and is noted throughout Canada as the garden of that famous fruit growing district—the Niagara peninsula. On the table land on the mountain above Hamilton is found a splendid grain producing country, while across the bay where the land, though exceedingly fertile, is more broken, is to be found one of the strongholds of stock farming in Ontario, especially famous for its horses, and, until recently, for the finest herd of Jersey cattle in the country. The topographical formation, too, renders the whole vicinity of the city rich in spots of more than ordinary beauty—waterfalls of considerable height and importance, pretty sylvan glens and rocky gorges, land-locked inlets of the bay with bosoms crested with myriads of water-lilies, and mountain peaks from which a bird's-eye view may be had of miles of surrounding country.

In view of these advantages it is little wonder that Hamilton people are proud of their mountain and bay, and the manifold other natural attractions of the city, so proud in fact that it has been made the theme of much envious raillery by the champions of less favored sister cities, who endeavor to solace themselves for the misfortune of not living in Hamilton by cultivating the philosophical resignation implied in the couplet,—

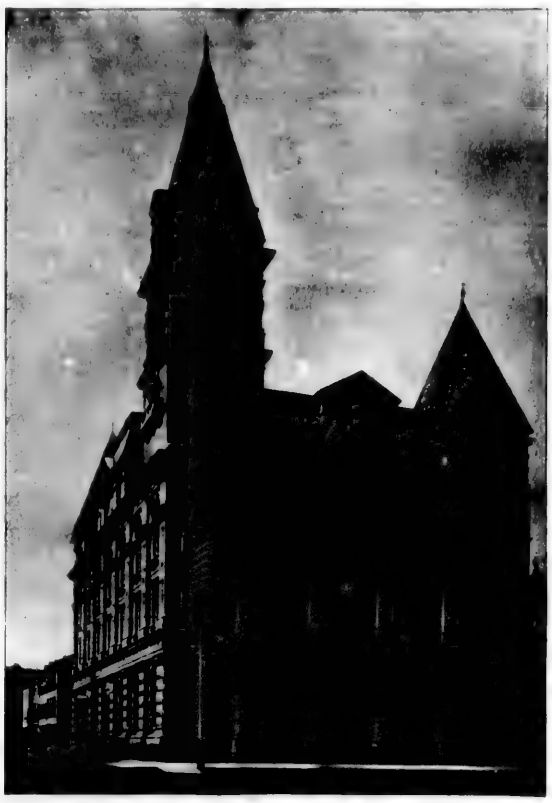
If she be not fair for me,
What care I how fair she be?

Neither is it to be wondered at that in view of these unusual natural attractions the citizens should be fond of riding and driving, taking advantage of the many beautiful and picturesque routes that spread invitingly before those who wish to spend an hour or two in the suburbs. Recently equestrian exercise has become very popular, especially during the spring and fall, and in addition to the large number of residents who keep their own horses, several livery establishments make a specialty of furnishing excellently trained animals for riding purposes. Frequently riding parties numbering thirty or forty ladies and gentlemen may be seen on the country roads, and it is probable that this fall one or more equestrian clubs, with a large membership, will be organized here. The riding parties, however, who get the most enjoyment out of this vigorous and manly pastime, are the young fellows who go out in the early morning, with malice aforethought, to have a good time. These parties vary as much in size as do the performances of the members vary in merit when regarded from the standpoint of equestrian training, for the prime requisite for membership usually is the ability to stick on a horse under any and all circumstances, to ride at a breakneck pace over every sort of ground, and to yell like a Comanche Indian. These parties usually take a different route every trip, and occasionally cover 25 to 30 miles.



PUBLIC LIBRARY.

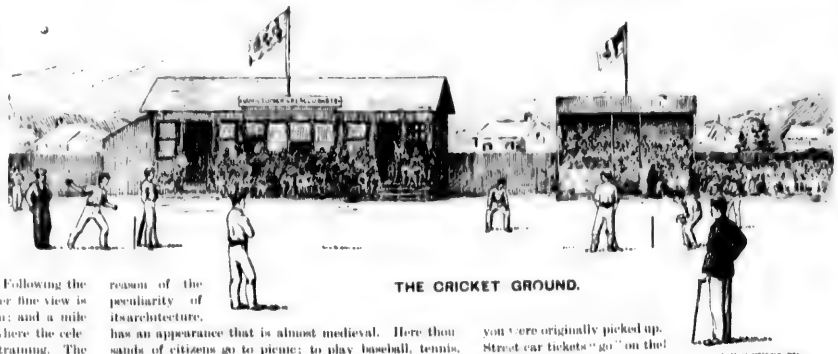
For the benefit of the thousands of strangers who visit the city during Carnival week some description may be given of the most interesting localities in the vicinity of Hamilton which afford objective points for a pleasant ride or drive. A better way of becoming acquainted with the beauty and extent of the city and its surroundings cannot be chosen than by taking a drive along the brow of the mountain, which is reached by James street or John street. From the platform on the roof of the Mountain View hotel, on the edge of the mountain above James street, a view may be obtained of the whole city, lying immediately below the spectators, with its straight and well kept streets stretching for two miles and a half northward to the bay, and its myriad roofs and spires and prominent buildings covering a space of over eight square miles. On the west lies the beautiful Dundas valley, and on the north and east Hamilton bay and Lake Ontario, separated by the thread of green that represents Hamilton beach, prolongs the view almost to the horizon, where, on a clear day, the spires of Toronto, forty miles away, may be distinctly seen. This will be one of the best points about the city from which to view the great illumination of the bay, city and beach during the Carnival. A short distance west from this hotel the extensive and beautifully situated buildings of the Provincial lunatic asylum may be seen, or by following the road along the brow of the mountain to the east a constantly changing panorama of the scenery below may be witnessed. After leaving the brow of the mountain at the head of the Jolley cut, the road lies back about a quarter of a mile from the verge, and is bounded by prosperous looking farms and the handsome residences of city people who have a love for the beautiful in nature. About a mile east from the Jolley cut the road strikes a deep and broad ravine, cutting into the mountain about three miles. The road follows the verge of this ravine back to Albion Mills village, and is one of the coolest, most beautiful and enjoyable drives to be found anywhere, and affording a charming view of the well-kept grounds of the city reservoir. At Albion Mills there is a small waterfall, several natural gas wells, and some very pretty scenic combinations of rock and woodland. If it is desired to prolong the trip, the road trending northeast from the Mills may be taken. This skirts the eastern verge of the big ravine and is fairly shut out from the sky by the foliage of the maple trees which meet above it. After traversing about three miles of this road the old "King's highway" is reached, at a point about a mile east of the scene of the battle of Stony Creek, one of the most important defeats administered to the American forces by British and Canadian troops in the war of 1812. A word or two regarding the old "King's highway" may prove interesting. In the early days when Newark (now Niagara-on-the-Lake) was the capital of this province, a road was built to Montreal by the King's troops for the transport of provisions and munitions of war. This road passed through St. Catharines, Hamilton, Toronto, Kingston and other cities en route, or rather they grew up on either side of this "King's road," and now each city perpetuates the designation within its limits under the name of King street. But to resume, as the orator remarks: The scene of the battle of Stony Creek is unmarked by any memorial, but the Wentworth Historical society is now engaged in arranging to have the spot fittingly distinguished. At present, however, the soil that drank the blood of patriot and invader is principally engaged in the rather plebian occupation of providing pasture for live stock. A cemetery on the right of the road marks the place where stood an old Methodist meeting house. A fierce fight took place here on the night of the battle, which was fought before daylight on June 6, 1813, and the bodies of the slain are buried there. The British and Canadian troops surprised a picket of fifty men in the church, but the main battle took place about three hundred yards further east, across the small creek that runs through the meadow. The old-fashioned looking wooden house on the hill on the right of the road was occupied by Wm. Gage at the time of the battle. Quite a number of interesting old houses may be seen in the vicinity which date back nearly a hundred years.



POST OFFICE

Another very popular and pleasant drive is that to the beach, by way of Barton or King street, which takes you to the city pumping house and filtering basin. This place is particularly worthy of a visit. Leaving the pumping house, the drive can be continued along the lake shore on a delightfully shady road where there is nearly always a cool breeze from the water. On the right of the road lie a succession of handsome new, or picturesque old, manor-houses occupied by the wealthy Saltfleet squires. The fine wide beach of white sand that lies between the road and the lake is a favorite camping ground, and usually a line of white tents adds to the beauty of the scene. If, instead of turning east at the pumping house, you take the north road, it leads up along Hamilton beach—the narrow strip of sand, some five miles in length, which separates Hamilton bay from Lake Ontario—and passes a a succession of summer hotels and cottages that form almost a continuous street to the canal. Across the canal the ground is occupied mostly by campers, and sometimes a score of tents may be seen there. While on the beach, it is the custom to drop in at Patriarch John Dynes' place and enjoy a fish dinner.

Another very nice drive is westward from the city to Ancaster, ascending the picturesque steep called the Ancaster mountain. About two miles past Ancaster are situated the celebrated sulphur springs, with a well-kept hotel, where baths may be had. Or by taking the York street road from the city the celebrated Desjardin's bridge and canal is passed,—the spot where, thirty years ago, an



THE CRICKET GROUND.

A. H. H. HEMING DEL.

express train on the old Great Western railway plunged into the icy water and nearly one hundred passengers were killed or drowned. The old Desjardin's canal is seldom used now except by boating parties in search of water lilies, but its course can still be traced through the waters of the Dundas marsh by two rows of rotting piles which are all that remain to show that the venerable suburb was once the head of navigation on Lake Ontario. A short distance north of the canal is the Junction Cut, famous, unfortunately, for the number of railway disasters that have taken place in its vicinity, the most lamentable of which occurred in April last, resulting in the death of twenty persons. Following the road that skirts the end of the bay, another fine view is obtained of the harbor, city and mountain; and a mile east of Little's Inn is the Hendrie farm, where the celebrated racing stud of Wm. Hendrie is in training. The road to Waterdown turns north at Little's Inn and follows a devious course among the hills over a very quiet and shady country route. By taking the westward turn after crossing the Desjardin's bridge, a pleasant drive of half an hour brings you to the head of the Dundas ravine, a mighty gorgein the face of the mountain, with frowning pine-clad peaks on either side. The equestrian can explore this gorge without difficulty, and will be well repaid by the beautiful scenery it encloses, ending at last with two waterfalls 75 and 140 feet high, over which the water drops sheer down to the piled rocks below.

The favorite ground for equestrian exercise in the morning is on Mountain avenue, in the southeastern part of the city, where is found a fine stretch of turf, about a quarter of a mile long, between two stately lines of poplar trees. Lying, as it does, at the immediate base of the mountain, this is one of the most beautiful spots to be found in the vicinity of Hamilton.

Some Pleasant Spots.

HAMILTON is happily situated. It is surrounded by beautiful spots where a summer afternoon may be spent as in paradise.

In the city itself is the little Gore park, in the very center of trade, with its plashing fountain, beautiful trees, well-kept turf, charming flower beds and shrubbery. Here are comfortable seats for the weary, who may sit in the shade, listen to the falling water and the songs of the birds, and be as happy as if they were ten miles from the city instead of in its very heart.

Prince's square, in which the court house is situated, is another beautiful little park, full of trees growing out of closely shorn turf. But there are no seats there. The square is governed by a joint committee of members of the city and county councils, and the gentlemen from the rural districts object to the purchase of seats to be used by "them city fellers."

Dundurn park is the great breathing place of the city. It contains thirty acres of lawn, interspersed with well-kept and shady groves, through which wind gravelled carriage ways. Dundurn castle, the residence of the late Sir Allan McNab, forms a prominent feature of the park landscape. Although of this century, the castle, by reason of the peculiarity of its architecture, has an appearance that is almost medieval. Here thousands of citizens go to picnic; to play baseball, tennis, football and lacrosse; to breathe the fresh air and look out upon the beautiful bay; to see the gladiators of the international baseball league struggle for the championship pennant; to listen to the music of the famous Thirteenth battalion band, which here gives concerts regularly throughout the summer, or to see a grand display of fireworks at the close of a fete. Dundurn is a pleasant place and is well worth the attention of all visitors.

The cricket ground is a large, level field, with capitally kept turf, in which many a hard-fought match has been played. Lawn tennis, foot ball and various other games are also played here, and every evening the ground is alive with young men improving their skill and health.

Lansdowne park, in the northeastern part of the city, on the shore of the bay, is another charming spot. With plenty of shade for picnicking parties and plenty of ground for games, it is a favorite resort for those who dwell in that part of the city. It adds boating to its other attractions.

Kent's Paradise is located in the highest portion of Burlington Heights, overlooking the bay. It is a long strip of territory belonging to the city. It has great natural beauty, and is capitally situated for a public promenade, and, when the city will have expended a little more work upon it, the paradise will be a famous evening resort.

The Crystal Palace grounds, in which the Great Central Fair is annually held, are always open to the public. The boys play ball there, and there is plenty of room for everybody.

Across the bay, connected with the city by a steamboat line, lies Bayview, a pleasant summer resort, whose chief characteristic is indicated in its name. The passenger lands at the wharf, is carried on an inclined railway to the top of the bluff, and there finds a commodious hotel, a roller skating rink, swings, booths, and all the paraphernalia of a pleasure garden.

Oaklands, lately the home of Mr. Fuller's world-renowned herd of Jerseys, is another beautiful spot on the north shore of the bay. The whole northern shore is charming; but Oaklands is perhaps the handsomest spot on the coast.

The beach Hamilton Beach is called the Long Branch of Canada. Here are found excellent summer hotels, streets of summer cottages, capital bathing, excellent fishing, unequalled boating, and a breeze twenty-four hours in the day. A line of steamers and the Grand Trunk railway, both carry passengers to the beach. Thousands of citizens visit the beach daily during the warm months, many live there during the season, and it is seldom that a train load or two of excursionists from inland towns are not scampering about on the sand, lunching under the trees or in the public pavilion—made and provided for that purpose by the city—rowing on the lake or bay, fishing off the piers, watching the immense swing bridge at the canal, gathering shells by the shore, strolling along the esplanade, getting giddy on a merry-go-round, tumbling out of a swing well swung, sampling the nectar at the bars, or dining on fish in the hotels. No matter what the temperature may be in the city, it is always cool at the beach, and it does not cost much to get there. Twenty-five cents is the railroad fare for the round trip, and the street car men will pick you up in any part of the town, and sell you six tickets for a quarter, upon which you may ride to the beach and return to the spot at which you were originally picked up. Street car tickets "go" on the beach boats.

Fairleigh park, just east of the city, is another beautiful spot where many a picnic frolic is held.

West of the city, on the line of the Hamilton and Dundas railway, is Amslie park, a thickly wooded pleasure ground, where all picnic facilities are at all times ready, and where the visitor may see the nucleus of a zoological garden.

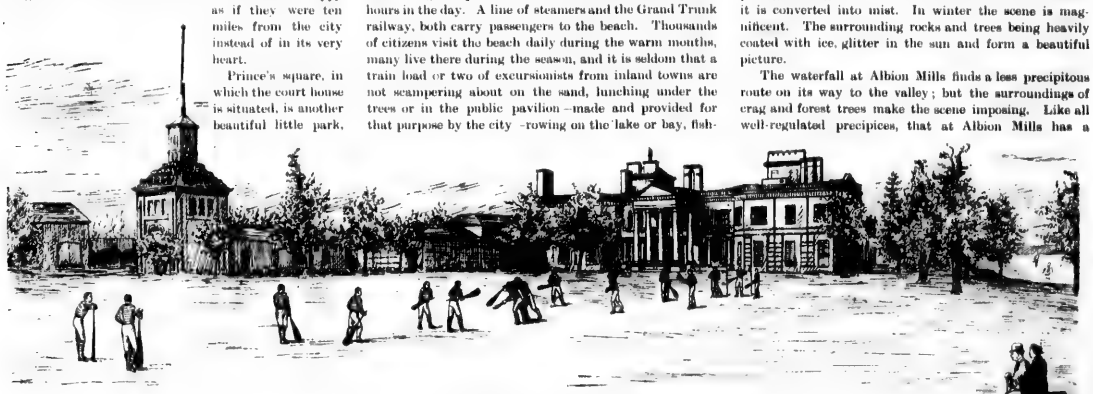
Cline's Jubilee park, a little further on, was made charming by nature, and the hand of man has converted it into a well appointed picnic ground.

There are many beautiful waterfalls in the vicinity of Hamilton. Engravings showing some of the more important will be found in this number. Chedoke falls is just outside the limits of the city in the southwest. The stream that plunges over the mountain side originates a mile or two back in Gallagher's spring, a flowing well that sends out a volume of pure cold water that would drive a mill. Chedoke is a favorite spot for citizens, and the falls, particularly in spring and fall when the water from Gallagher's spring is augmented along the course of the stream are beautiful. The surroundings are in a state of nature, and the scene is imposing.

Webster's falls, a few miles to the northwest of the city is, by reason of its considerable volume of water, perhaps the grandest waterfall in the vicinity. The water plunges down a perpendicular precipice about eighty feet in height, and is broken into a huge bouquet of boiling foam upon the rough and jagged rocks at the bottom. The scenery here is wild and beautiful beyond description. The person who follows the stream down through the gorge meets with a constant succession of the most beautiful combinations of evergreen forest, leafy shade, towering rock, fallen and standing timber and whirling and plunging water.

A short distance east of Webster's falls, on another branch of the same river, Hopkins' falls is found. Here the stream jumps straight down, without break, a distance of one hundred and forty feet into a narrow chasm, the scooping of which out of the solid rock must have taken millions of years of time. When, in the spring, there is plenty of water this fall roars out right merrily, and makes a tremendous disturbance at the bottom of the gorge. But in midsummer, when the stream is low, this fall is seen at its best. The falling water breaks in its passage through the air, and before it reaches the bottom it is converted into mist. In winter the scene is magnificent. The surrounding rocks and trees being heavily coated with ice, glitter in the sun and form a beautiful picture.

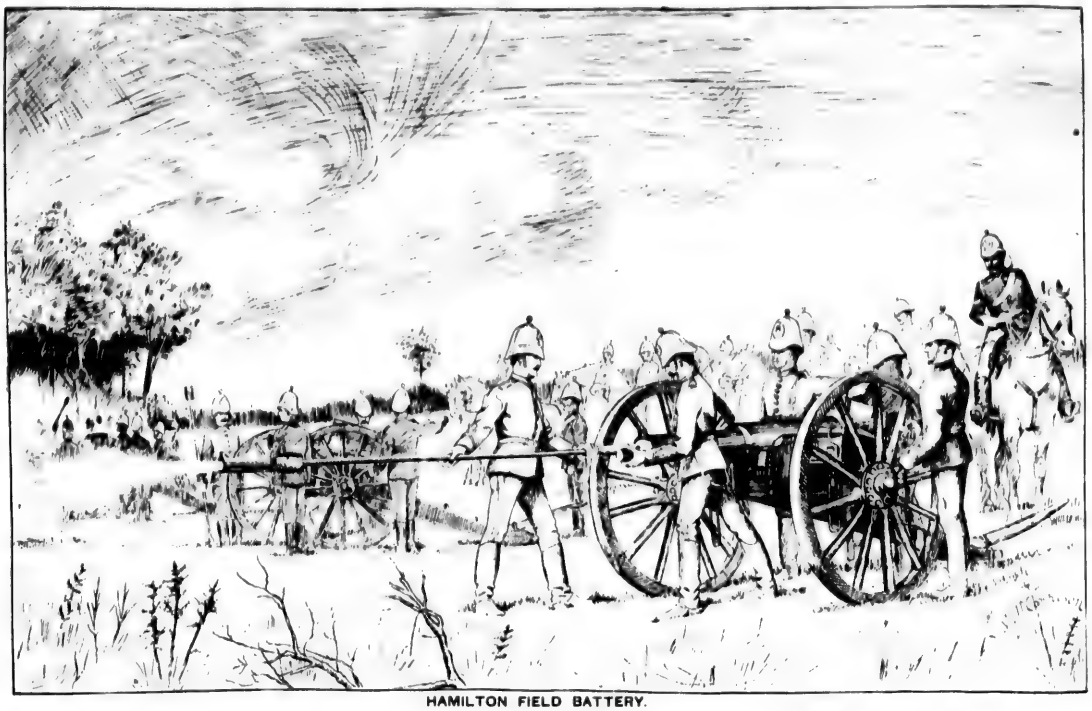
The waterfall at Albion Mills finds a less precipitous route on its way to the valley; but the surroundings of crag and forest trees make the scene imposing. Like all well-regulated precipices, that at Albion Mills has a legend. The place is one of the hundreds of lovers' leaps which are found scattered throughout the country. The story is this;



DUNDURN CASTLE.

A. H. H. HEMING DEL.

It was over sixty years ago. A young woman of the neighborhood had fallen in love with a young farmer—a near neighbor. But the young man loved not the girl. To make things worse he fell in love with another girl and married her. This drove the heroine of this story to distraction. One morning she walked out with a young lady companion. She said no word to indicate her awful



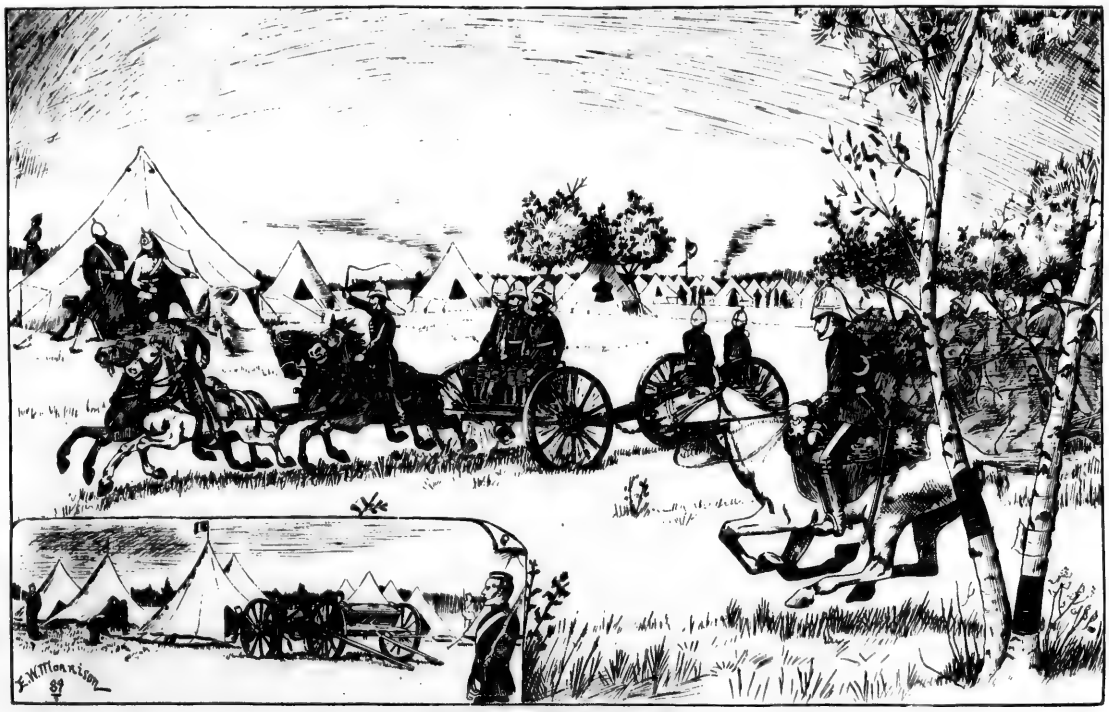
HAMILTON FIELD BATTERY.

purpose; but when she arrived at the precipice she leaped into the abyss and disappeared from the view of her horror-stricken companion. Some men who were working in the ravine below saw her fall. They said that as the unfortunate girl plunged swiftly down, feet foremost, her clothing formed a parachute and checked her fall. Finding that she was dropping too slowly to accomplish her suicidal purpose the girl reached down, collapsed the parachute and went down like a shot upon the rough and broken rocks below. When the men reached her they found her poor mangled body still alive; but she was unconscious, and although she lived an hour she never spoke again. The son of the man loved by this heroine was once a detective in the employ of the city of Hamilton. The truth of the legend is vouched for by old settlers.

The Albion Mills ravine is celebrated for its natural gas. Gas bubbles up through the water in the stream, and visitors amuse themselves by lighting the vapor with matches—as near an approach to setting the river on fire as most men are able to accomplish. Pipes driven into the rock within the mill afford gas enough to brilliantly illuminate the mill, and the supply is constant. A few years ago an attempt was made to find natural gas by boring in this neighborhood. The prospectors evidently hit upon the wrong spot, for a very long hole was put down without finding gas in sufficient quantities to be useful.

The Field Battery.

THE Hamilton field battery is the oldest volunteer artillery corps in Ontario. For many years before its organization on its present footing in 1856, it was known as the Hamilton volunteer field artillery, and was then what in the early days was called a "cannon company," that is an independent corps with a single field piece. Citizens now grown gray will remember when, as small boys, they followed the cannon company out to



MORNING DRILL AT NIAGARA CAMP.

JAMES STREET LOOKING SOUTH.

the common on Queen's birthday to hear its loud four pounder boom out a royal salute. Previous to 1856, Capt. Alfred Booker was in command, and when the corps was reorganized he became captain. Subsequently he was appointed colonel of this military district when the Thirteenth battalion was organized, and he was succeeded by Captain George F. Glassco. John Harris, then a leading dry goods merchant, succeeded him, and W. K. Muir, the well known railway man, now of Detroit, also commanded the battery for a short time. Colonel Villiers, now of Winnipeg, had charge of the corps for two years, and shortly before the Fenian raid of 1866 was promoted. At the time of the Fenian raid Captain Thomas McCabe was in command, and Ex Ald. Geo. B. Smith, one of the best officers the battery ever had, was lieutenant. The corps, which was then armed with one twelve pounder bronze gun and three six pounders, was posted in the barracks of the regular troops to protect the stores when the regulars were ordered to the front. Colonel Booker, in his capacity as commandant of the militia district, took command of the column composed of the Thirteenth battalion of Hamilton, Queen's Own of Toronto and some companies from Simcoe, which lost heavily at Ridgeway before the regular forces, which had gone round by Niagara river road to cut the Fenians off, were able to make connection. The Hamilton field battery saw no active service during that campaign, being kept on garrison duty, unless their conduct during the famous night alarm that took place at that time may come under the head of active service. One night a strange craft was seen at the beach, and the alarm was sounded. It was thought that a fenian force was about to land in the city. The battery boys were so eager to get at them that when the alarm sounded they would not wait to harness up, but put the drag ropes on the guns and ran them to the bay like fire engines. However, the mysterious stranger turned out to be a friendly craft, and everything was lovely once more. After the Fenian troubles George B. Smith was made captain, and held that position until 1881. He was an enthusiastic and able commandant and brought the corps up to a high state of efficiency. In those days the battery had its full equipment of wagons, forges and guns, all fully horsed, and the corps put in 21 days drill at headquarters every year. Chief A. W. Aitchison, of the fire department, was a member of the battery and at that time every man attached to his gun stood six feet in his socks. After Captain Smith resigned, Captain McMahon was appointed with S. G. Treble and H. P. Van Wagner as his lieutenants. Subsequently, in 1882, Mr. Van Wagner received his commission as captain, and was on May 11, 1883, gazetted major commanding. In 1884 Captain John Strathearn Hendrie, R. S. A., received his appointment, and Lieutenants Anthony Copp, jr., and P. M. Bankier, were subalterns. Lieutenant Copp was killed by a fall on the day after the disastrous fire at Copp Brothers' foundry on York street in the summer of 1886, and his death was a great loss to the corps. He had taken a great interest in the battery during the time he was connected with it, and was an accomplished and dashing officer and a graduate of the Royal school of artillery.

At present the Hamilton field battery is one of the best volunteer corps in the Canadian service, in fact it is no secret that if the shooting at Kingston this fall is anywhere near the standard of the corps it will again gain the first position for efficiency which it held in 1887, and nearly secured in 1888. As constituted at present the following are the names of the officers and men: Major Henry Picton VanWagner, commanding; Captain John Strathearn Hendrie, R. S. A.; Lieutenant Patrick Macindoe Bankier, R. S. A.; Lieutenant Alexander Thomas Duncan, R. S. A.; Lieutenant William Kerley, R. S. A.; Sergeant Major Wm. Wholton, R. S. A.; Quartermaster Sergeant T. Madgwick; Farrier Sergeant, Wm. Homer, R. S. A.; Sergeant Wm. Fearnside, R. S. A.; Sergeant R. Trumbull, R. S. A.; Sergeant Wm. Pilton, R. S. A.; Corporal Campbell, R. S. A.; Corporal Rogers, R. S. A.; Corporal Rich. Camp, R. S. A.; Corporal J. McDonald, R. S. A.; Corporal J. Shaw. Bombardiers—B. Harrison, R. S. A.; J. Hilliard, R. S. A.; B. Housley, R. S. A.; Wm. Cox. Trumpeters Henry Cox, R. S. A.; James McLean. Gunners Geo. Adams, Hugh Bowditch, W. Cox, Chas. Connors, W. Cotton, James Cranston, Charles Carter, Chas. Dodman, Jos. Donaldson, Chas. Gleadow, W. Crowley, H. Hope, F. G. Heavingham, Henry Hines, Geo. Hurst, E. Harris, Wm. Kilgour, Chas. King, James Lochhead, John Lloyd, Jas. Murdy, Dav. Moss, Maxwell Nodlett, Chas. Robertson, Thos. Robertson, J. Saunders, J. Swinton, C. W. Smith, E. Spence, J. Seymour, F. Simpson, Geo. Steeves, J. Witherspoon, P. Welling, Frederick Wakeham, J. Warning, F. Whately, Mark Wilson, R. Watson, Jos. Young, Wm. Dawe, F. Evans. Drivers Geo. Goodale, O. Markle, J. Cummings, W. Carey, E. Stewart, Charles Binkley, W. Marshall, J. Connell, Jas. Truesdale, Wm. Carey, Geo. Henderson, James Butler, Nelson McCarter, Chris. Twombley.

Several things combine in making the battery so efficient. The officers and men take a deep interest in the corps, they are proud of it, and they unite in working hard to maintain the high reputation it has won during the past few years under Major Van Wagner's command. Nearly every one of the officers and non-commissioned officers have attended the Royal school of artillery at Kingston, and are well fitted to instruct recruits and handle the battery. The consequence is that there is never any lack of men, and at last camp they were out over the regulation strength. In addition to this the officers have the benefit of the services of an excellent artillerist in the person of Instructor Kerley, late Sergeant Major of B battery, R. C. A. Instructor Kerley was out with the second north-west expedition in 1871, and also with Colonel Otter's column at Cut Knife Creek fight in 1885. In August, 1886, he was attached to the Hamilton battery as instructor, and from that date the real success of the corps dates. In 1887 the battery won the first prize under the Dominion artillery association rules for general efficiency, making 223 in drill out of a possible 239. Last year it was in second position, and this year it is fondly hoped that the corps will again head the batteries of the Dominion. A few years back, when there was much rivalry among the batteries in gun-shifting contests, the Hamilton battery bested all the other Ontario batteries with a record of one minute and fifteen seconds. This operation consists in firing one round, dismounting the gun and carriage, remounting them and firing another round.

The equipment of the battery at present consists of four serviceable 9-pounder muzzle-loading rifle guns, with a full complement of harness and other stores. The men are armed with carbines and sword bayonets. The four guns were sent out here by the Imperial authorities in 1874, and are first-class of their kind. The harness has been in use since 1856, and though well kept and serviceable is rather old-fashioned. The wagons were not replaced in 1874, and the old ones are now unserviceable. The stores and equipments are splendidly kept, and the armory and store rooms are well worth a visit. The men are just beginning to feel at home in the handsome new armory. The officers' reception room, non-commissioned officers' mess room, lecture room and other apartments are being very tastefully arranged. There are sword exercise and lance classes in connection with the corps in training under Instructor Kerley, and they have appeared at several public entertainments. The ranks of the battery are full, and, as the instructor remarked, it is ready to go on active service at twenty-four hours' notice, thoroughly equipped and ready for business.

KING STREET LOOKING EAST.

Old Memories.

SOFT memories come back to night
Of hours long past and gone.
How sweet the flowerets seemed to smell
How bright the sun light shone.
All day we sang our happy songs,
And oh! the world seemed wide.
When on our shore with sullen roar
Came creeping in the tide

The tide that parts all breaking hearts,
And tears true love away,
And changes sunshine into rain,
And gives us night for day.
Ah! little love, my own true love
Far parted by the sea,
Do those old days of golden days
Bring back your thoughts to me!

The chilling blasts have numbed my heart
Since last we said "good bye,"
And stood together in the days
That far behind us lie.
But when the ships sail home at last,
Into the golden shore,
Our lips shall meet in rapture sweet
To part, ah! nevermore

A. C. STEWART

The Churches.

ST PAUL'S CHURCH.

HAMILTON is well supplied with churches. Being the cathedral town of the Anglican diocese of Niagara and the Roman Catholic diocese of Hamilton, those two bodies maintain large staffs in the city, while the various other denominations are well represented. The church edifices, as a rule, are plain; but there are several the architecture of which compares favorably with that of churches in much larger cities. Most of the churches are so embowered in shade trees that it is impossible to get good photographic pictures, but the pen and ink artist has endeavored to give readers of this paper an idea of the general appearance of a few of the more prominent church buildings. Hamilton is a Sabbath observing city, and the congregations of the various churches are always large. The clergymen, as a rule, are well paid; and most of the congregations are supplied with excellent vocal and instrumental music. The people of Hamilton look after their spiritual well being with much earnestness, and it may be said without flattery that they constitute a community as orderly as any in the land.

EPISCOPAL.

Christ Church Cathedral, James street, between Robert and Barton streets. Stone, with separate stone Sunday school building. Seating capacity, 2,000. Right Rev. Chas. Hamilton, D. D., D. C. L., bishop of Niagara diocese. Very Rev. Dean J. G. Geddes, M. A., D. C. L., rector. Rev. E. M. Bland, M. A., rector in charge. Churchwardens—Geo. Roach, and Geo. H. Bull. Vestrymen—Dr. Ridley, Dr. Woolverton, W. Southam, F. C. Bruce, Wm. Murton, Dr. Mackelcan, Dr. Gaviller, L. Edworthy, Jas. Ferres, Frederick Kelk, H. B. Witton, jr. (vestry clerk), R. O. Mackay, Allan Land, C. S. Scott. Organist, Miss M. S. Ambrose. Surpliced choir of 40. George Robinson, choir master. Sexton, J. Linger. Sunday school superintendent, H. C. Scott.

St. Luke's Church, corner of John and Macnab streets. Brick. Seating capacity, 300. Rev. Wm. Massey, M. A., rector. Churchwardens John Jackson, Joseph Oddy, Jas. Turner and Thomas Finch. Organist and choir leader, Thomas Finch. Surpliced choir. Sunday school is under supervision of the rector.

CRYSTAL PALACE

All Saints' Church, corner King and Queen streets. Stone, with square tower. Seating capacity, 450. Rev. Rural Dean Geo. A. Forneret, rector. Churchwardens S. F. Ross and F. H. Mills. Sidesmen R. B. Ferrie, J. H. Herring, Wm. Nicholson, C. Kerner, W. Richardson, T. E. Leather, T. C. Allardice, W. Hull. Organist, N. Dickson. Leader of choir, R. Thos Steele. Sexton, Jas. Fairclough. Sunday school superintendent, J. R. Meade.

Church of the Ascension, corner John and Maria streets. Stone, with spire and chime of bells. Separate stone Sunday school building. Seating capacity, 850. Rev. E. P. Crawford, rector. Churchwardens Henry McLaren and Archdale Wilson. Sidesmen Edward Browne, Wm. Griffith, Adam Brown, M. P., Alex. Bruce, Robert Griffith, J. M. Burns, R. Berryman, R. A. Lucas, Wm. Carey, G. J. Williams, K. J. Dunstan, John E. Parker, H. W. Sewell, R. Hillier. Organist, C. J. Dickson. Leader of choir, Mrs. Wylie. Sexton, Thos. Paradine. Sunday school superintendent, the rector; assistant Thos. Burns.

St. Thomas' Church, corner Main street and West avenue. Stone, with separate Sunday school building. Seating capacity, 700. Rev. Canon W. B. Curran, rector. Churchwardens R. R. Morgan and R. Fuller. Sidesmen R. T. Steele, G. Bristol, Dr. Baugh, W. Tocher, W. J. Grant, Jas. Walker, O. S. Hillman, C. R. Smith, J. Hoodless, D. Haskins, A. Rutherford, Jas. Strickland, U. Bowman, T. Barnes, J. A. Barnes, Geo. Broadfield, W. Acres, H. Bedlington, Dr. Reynolds, E. J. Mills. Organist, Mrs. Aveling. Leader of choir, E. G. Payne. Sexton, J. Smith. Sunday school superintendent, H. Bedlington.

St. Mark's Church, corner Bay and Hunter streets. Brick. Seating capacity, 250. Rev. Canon R. G. Sutherland, rector. Churchwardens Joseph Tinsley and John Baillie. Sidesman—C. Woolcott, J. Turpin, T. M. Walker, M. Wright, G. E. Mason. Organist, Miss A. Brook. Leader of surpliced choir, W. Crossman. Sunday school superintendent, Cyrus Oliver.

St. Mark's Mission, Herkimer street, near Garth. S. S. Papps, superintendent.

St. Mathew's Church, corner Barton street and Smith avenue. Brick. Seating capacity, 600. Rev. C. E. Whitcombe, assistant. Churchwardens—Thomas Irvine and James Burton. Sidesman—Richard Ridby, J. Davies, Thomas Taylor, John Steadforde. Organist and leader of surpliced choir, Rev. C. E. Whitcombe. Sexton, R. Ridby. Sunday school superintendent, Rev. C. E. Whitcombe.

VIEW AT THE BEACH.

ROMAN CATHOLIC.

St. Mary's Cathedral, corner of Park and Sheaffe streets. Brick, with square tower. Rebuilt in 1860. Seating capacity, 1,000. Right Rev. Joseph Dowling, bishop of diocese. Rev. Father McEvoy, rector; Rev. Fathers Brady, Hinchey and Cody, assistants D. J. O'Brien, organist; F. L. Cherrier, choir conductor. M. O'Shea, sexton.

St. Patrick's Church, situated on block bounded by King and Main streets, Victoria and East avenues. Stone, with square tower, containing peal of bells. Pure Gothic style of architecture. Seating capacity, 900. Rev. Father Craven, rector; Rev. Father Kelley, assistant. Jas. F. Morrissey, organist; choir under direction of rector. M. Lynch, sexton.

St. Joseph's Church (German), corner of Jackson and Charles Streets. Frame. Seating capacity, 200. Rev. Father Hahn, rector. J. Zingsheim, Frederick Schelter, Joseph Nett and Joseph Black, trustees. Miss M. Mackenzie, organist.

Sunday school classes are taught in the class-rooms of all the schools by the sisters of St. Joseph, under supervision of the rectors.

METHODIST.

First Methodist Church, corner Wellington and King streets. Stone, with separate stone Sunday school building. Seating capacity, 1,100. Rev. W. H. Laird, pastor. Trustees Thos. Morris, Wm. Hunter, W. Trueedale, J. Skinner, Jas. Mathews, J. Griffin, Thos. Gam, J. R. McKichan, Joseph Ross, W. H. Nicholls, Dr. D. Day Smith, (secretary), David Dexter and J. Page. Organist, Miss Jennie Mann. Choir master, Walter Robinson. Sexton, George Fisher. Sunday school superintendent, H. S. Williams.

Centenary Church, Main street, between James and Macnab streets. Brick. Seating capacity, 1,200. Rev. J. S. Ross, pastor. Trustees Hon. W. E. Sanford (secretary), W. A. Robinson (treasurer), F. W. Fearman, S. F. Lazier, M. A., Joseph Lister, J. H. Moore, J. W. Rosebrugh, M. D., W. W. Robinson, A. S. Vail. Organist, L. H. Parker. Quartette choir Mrs. George Hamilton (soprano), Miss L. Kraft (contralto), E. Alexander (tenor), John Morley (basso). Sexton, Geo. Reid. Sunday school superintendent, Jos. R. Greene.

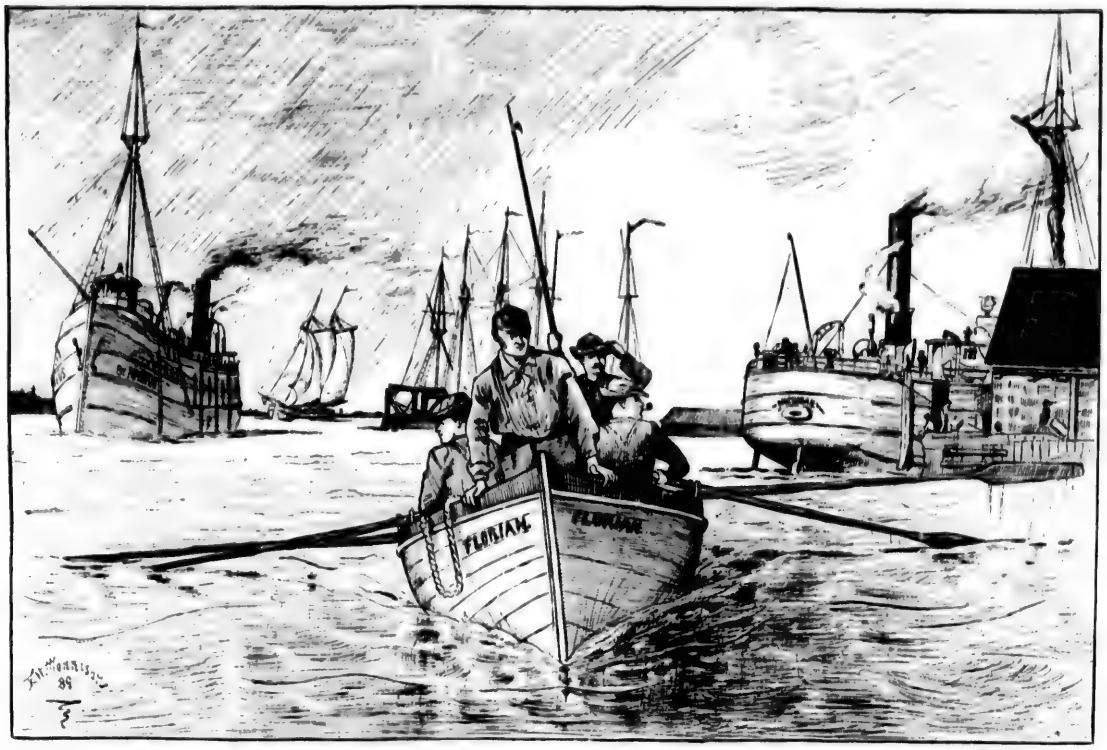
Wesley Church, corner John and Rebecca streets. Brick. Seating capacity, 1,500. Rev. W. J. Maxwell, pastor. Trustees Thomas C. Watkins, Philip Morris, Thos. Marsden, W. J. Waugh, John H. Tilden, Cyrus A. Birge, John Carruthers, Wm. Strong, Geo. Fletcher, C. P. Edwards and Alex. M. Ross. Leaders Thos. C. Watkins, Herbert A. Martin, W. J. Waugh, Wm. Stevenson, John H. Jane, Ann Bale, Edward Fearman, Hannah Carr, Jennie Crawford, Sarah Martin, Richard Hicks, Eliza Clark, Susan Bennetto, Sarah Bowes, Lucy Jackson, Robt. Miller, Annie Rigsby, Sarah James, and Ida Jane. Organist, Jos. Morris. Choir leader, Mrs. Martin-Murphy. Sunday school superintendent, Wm. Crawford.

Gore Street Church, corner John and Gore streets. Brick. Seating capacity, 900. Rev. John Pickering, pastor. Trustees—J. Greenfield (secretary), R. J. Howard, E. M. Furniss, (treas.), D. Park, J. W. Flewelling, J. Philp, J. S. Armstrong. Sexton, A. Bloomer. Organist, Mrs. Wigmore. Leader of choir, Prof. Jones. Superintendent of Sunday school, E. M. Furniss.

Zion Tabernacle, corner Pearl and Napier streets. Brick. Seating capacity, 800. Rev. G. A. Mitchell, B. A., pastor. Trustees—Robt. Campbell, sr., Wm. J. Kerr (secretary), C. L. Thomas (treasurer), Robt. Raw, George Morris, W. J. Morden, Michael Fanning, Joseph Faulkner, R. E. Williams, William Morris, Wm. King, M. B. Rymal. Organist, Master Manly Morden. Leader of choir, Prof. Cline. Sexton, W. J. Weller. Sunday school superintendent, Wm. J. Kerr.

Simcoe Street Church, corner John and Simcoe streets. Brick. Seating capacity, 500. Rev. T. Albert Moore, pastor. Trustees—Thos. Horn (secretary), James Main (treasurer), Jacob Young, Capt. Hamilton, Wm. Main, Jas. Mines, Thomas C. Watkins. Organist, Miss Maggie Mines. Choir leader, Geo. Siddall. Sexton, David Mullin. Sunday school superintendent, Jacob Young.

Emerald Street Church, corner Emerald and Wilson streets. Brick. Seating capacity, 300. Rev. G. W. Dean, pastor. Trustees—John Martin, John Gee, John Gard-



VIEW ALONG THE BAY FRONT.

ron T. Lovejoy. John Emory (secretary), J. R. McKechan (treasurer), J. Milnum, S. McNair. Organist and choir leader, P. Gee. Sunday school superintendent, T. Lovejoy.

Hannah St. Church, corner Hannah and Hess streets. Brick, with separate Sunday school building. Seating capacity 500. Rev. R. J. Elliott, pastor. Trustees: Arthur Simmons (recording secretary), Seneca Jones (secretary-treasurer), Dr. Roseburgh, Thos. Allan, J. G. Kelk, W. Mersden, G. W. Carey, J. Reid, G. Norwood, W. H. Matthew. Organist, Arthur Perry. Choir master, Alfred Baker. Sexton, J. Schwab. Sunday school superintendent, Geo. W. Carey.

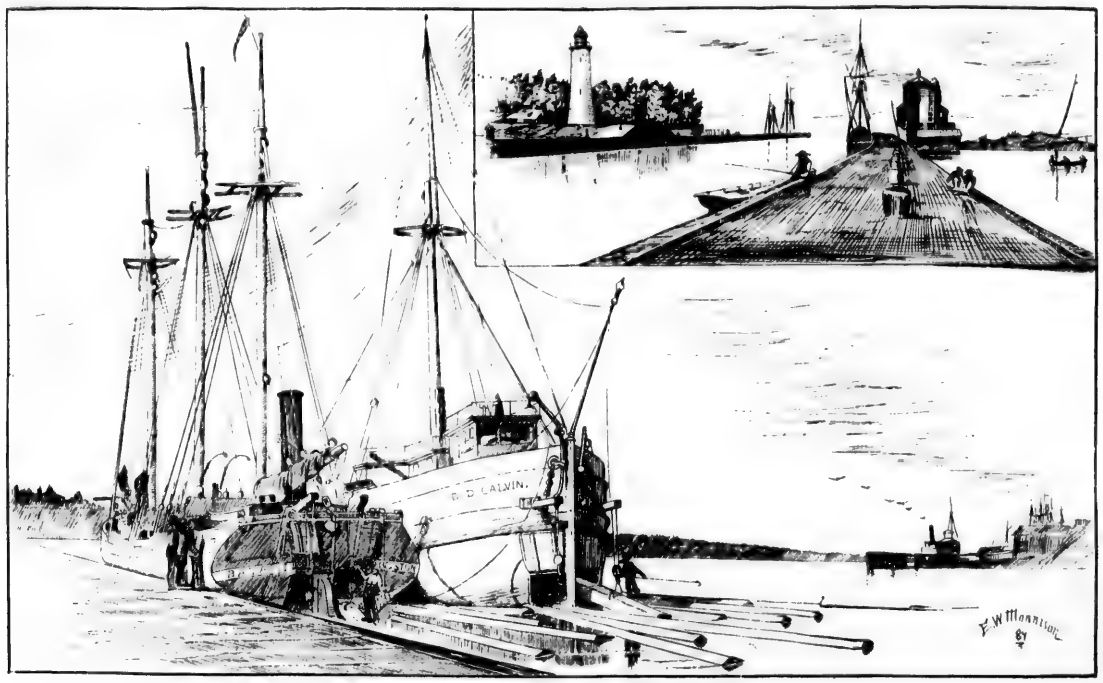
BAPTIST.

James Street Baptist Church, corner James and Jackson streets. Stone; gothic style of architecture. Commodious Sunday school in basement; seating capacity, 800. Rev. R. G. Boville, pastor. Deacons: P. W. Dayfoot, W. J. Copp, W. D. Booker (clerk), D. E. Roberts, Samuel Woodley, P. L. Scriven, Robt. Hannaford, Henry New (treasurer), Alonzo Lutes. Organist and choir leader, Chas. A. Herald. Sexton, Benjamin Coombs. Sunday school superintendents, Harold Copp and Jas. Somerville.

Northern Baptist Church, corner Ferguson avenue and Ferrie streets. Frame; seating capacity 250. Rev. T. Luckens, pastor. R. C. Stevenson, clerk and treasurer. Deacon, George Wheeler. Organist, Mrs. A. B. Clark. Sunday school superintendent, R. C. Stevenson.

Victoria Avenue Baptist Church, corner Victoria avenue and Evans street. Brick; seating capacity, 300. Rev. Geo. Anderson, pastor. Deacons: D. S. Campbell, C. B. Snow, W. Robertson (treasurer). Church clerk, Robt. Duff. Organist and choir leader, John Duff. Sunday school superintendent, P. S. Campbell.

Herkimer Street Mission, Herkimer street, west of Locke.



LOADING TIMBER—THE CANAL AT THE BEACH.

Wentworth Mission, corner Wentworth and King William streets.

PRESBYTERIAN.

St. Paul's Church, corner James and Jackson streets. Stone, with spire; seating capacity, 900. Stone Sunday school building. Rev. R. J. Laidlaw, D. D., pastor. Elders—Wm. Allen, Geo. Black, Alex. Craig, Jas. Gay, Jas. Hutchison, Jas. Inch, M. Leggat, David Morton, A. A. McKillop, Alex. McLagan, Geo. Neilson, Jas. Vallance, Jas. Watson, Bidwell Way, William Wilson and Geo. A. Young (clerk). Board of Managers—John Morton (chairman), John F. Stewart (treasurer), Lyman Lee, B. A., (secretary), H. P. Coburn, S. Briggs, John A. Clark, Donald Crear, David Kidd, Wm. Malcolm, Dr. R. J. Hunter, Alex. Murray, jr., and John Stewart. Trustees—James Hutchison, Matthew Leggat and John Ruddell. Sexton, Wm. Angus. Organist and choirmaster, C. L. M. Harris. Sunday school superintendent, D. Morton, assistant superintendent, Lyman Lee, B. A.

Mary Street Mission, corner Mary and King William streets. Geo. A. Young, superintendent; Robt. Black, assistant.

Central Presbyterian Church, corner Jackson and Macnab streets. White brick; seating capacity, 1,400. Rev. S. Lyle, B. D., pastor. Elders—Wm. Woods, Geo. Rutherford, John Stewart, R. M. Wanzer, Alex. Main, W. Cummings and John Monteith. Trustees—Wm. Hendrie, Jas. Stewart, J. W. Murton, T. Stirton, B. E. Charlton, Robt. McKay and Wm. Lees. Committee of management—John Harvey (chairman), R. Hills, (secretary), W. F. Findlay (treasurer), W. A. Anderson, Hon. J. M. Gibson, P. Balfour, J. Harvey, F. L. Wanzer, J. Lees, Wm. Lees, jr., John Crear and H. D. Cameron. Organist, J. E. P. Aldous. Leader of choir, Mrs. Fenwick. Sexton, Henry Turnbull. Superintendent of Sunday school, Geo. Rutherford.

Knox Church, corner James and Cannon. Stone, with Sunday school separate. Seating capacity, 1,200. Rev. Mungo Fraser, D. D., pastor. Elders—John Porteous, David McLellan, Wm. Gillespie, Daniel Jack, James Ogilvie, Malcolm McKenzie, John Mitchell, Thos. W. Landand Alex. McPherson. Committee of management—Andrew Richardson (chairman), J. A. Moffatt (secretary), Colin Arthur, treasurer), James Kilgour, David Brown, F. H. Ross, W. H. McLaren, W. Brennan and John Scott. Trustees—D. A. MacNab, S. Malcolmson and W. McAulay. Organist, W. J. Cunningham. Precentor, James Johnson. Church officer, Donald Warren. Sunday school superintendent, W. H. McLaren.

Knox Mission, James street, between Macaulay and Wood. Brick. Seating capacity, 350.

St. John's Church, corner King and Emerald streets. Brick; seating capacity, 800. Hon. and Rev. R. Moreton, pastor. Elders—A. J. Mackenzie (clerk), Archibald McKillop, Robt. Henderson, A. W. Small and Wm. Smith. Trustees—W. G. Reid (chairman), A. I. Mackenzie (secretary), Wm. Smith, Arch. McKillop and Robt. Young. Board of management—Arch. McKillop (chairman), W. G. Reid (treasurer), A. W. Small (secretary), A. Clarke, John McCoy, John Mercer, James Laidlaw, Robert Hyslop and Robert E. Devine. Organist, J. Coon. Choir leader, Robt. E. Devine. Sexton, James Amis. Sunday school superintendent, A. I. Mackenzie.

Erskine Church, corner of Pearl and Little Market streets. Seating capacity, 900. Rev. W. J. Dey, pastor. Elders—John Smiley, James Newlands, Robt. Allen and Alex. Thompson. Board of management—A. M. Souter, James Brown, John Patterson, Michael Turnbull, William Broughton, jr., Wm. D. McLaren, William Milne, James Slater and R. McClenahan. Organist, Miss Mary McBean. Precentor, James Smith. Superintendent of Sunday school, James Newlands.

McNab Street Presbyterian Church, corner Hunter and McNab streets. Stone, with separate stone schoolhouse. Rev. D. H. Fletcher, D. D., pastor. Elders—Rev. James Black, J. M. Dingwall, Dr. J. D. Macdonald, Geo. H. Milne, C. Robertson, M. A., J. Taylor, R. Forbes, A. W. Leitch, Alex. Davidson (clerk). Board of Managers—Alex. Turner, A. Sutherland, D. McPhie, A. Ballentine, Wm. Harvey, John Mackie, Jas. Chisholm, M. A., C. S. Murray, J. M. Williams, jun., Louis Stewart, Henry Malcolmson. Trustees—Hon. Jas. Turner, Hon. Arch. McKellar, J. M. Williams, sen., Alex. Harvey, W. R. Macdonald, John Y. Osborne. Sunday school superintendent, Dr. Macdonald. Organist, Mrs. J. L. Weir. Church officer, Robt. Murray.

Wentworth Presbyterian Church, corner Barton street and Smith avenue. Brick. Seating capacity, 450. Rev. James Murray, B. A., B. D., pastor. Elders—David Ewing, Duncan McLeod, John Kirkness, W. R. Lecky. Board of management—C. Leckie, E. Bower, Jno. Jamieson, Wm. Wilson, Thos. Robson, Wm. Bradley, Alex. McIntyre, Jas. Bissell, Jno. McMaster. Organist, Miss M. Marshall. Sunday school superintendent, the pastor; assistant, John Jamieson.

REFORMED EPISCOPAL.

St. James Church (congregation) meet in Workmen hall, McNab street. Right Rev. Samuel Fallows, D.D., bishop in charge. Wardens—James Jobson and H. O. Sommag. Vestrymen—G. S. Roonly, James Hayden, Wm. Senn (secretary), Edward Pearce, Thos. Hardman, George Punnett, Geo. D. Phibbs. Organist, Edward Pearce. Leader of choir, Miss Cullum. Sexton, A. W. Andrews. Sunday school superintendent, J. S. Roonly.

St. Stephen's Church, on Canada street, near Pearl. Frame. Rev. Wm. Meyers, rector.

Mission at Royal Templars' hall, corner of Wellington and King William street.

HEBREW.

Anshe Sholem Synagogue, Hughson street, between Augusta and Young streets. Brick, with cupola-shaped towers on front. Seating capacity, 250. Dr. Birkenthal, rabbi. Joseph R. Wolfe, president; G. Harris, Vice-President; Herman Levi, treasurer. Edward Rosenstadt, secretary. Trustees—H. Strauss, H. Simon and J. Raphael. Organist, Miss S. Birkenthal. Leader of choir, E. Rosenstadt. Sexton, W. Mount. Sabbath school superintendent, Joseph R. Wolfe.

GERMAN.

St. Paul's German Lutheran Church, corner Hughson and Gore streets. Brick; seating capacity, 600. Rev. E. Hoffman, pastor. Elders—E. Kraft and Wm. Bartmann. Trustees—Geo. Bartmann, John Hanan, Carl Neighorn, Ferdinand Beckmann and William Beckmann. Organist, Miss Lizzie Heilig. Choir leader, Wilhelm Neighorn. Sexton, Franz Kotlow. Sunday School superintendent, William Bartmann.

German Evangelical Church, Market street, between Caroline and Hess. Brick. Seating capacity, 400. Rev. J. Finkbeiner, pastor. Trustees—F. Behm, F. Hebner, Chas. Imboden. Organist, Miss Liddie Meiler. Sexton, Fred. Hoth. Sunday school superintendent, S. Setzkorn.

COLORED.

John Street African Methodist Episcopal Church, John street, between Gore and Cannon streets. Frame. Seating capacity, 400. Rev. Joseph H. Bell, pastor. Trustees—Amos Johnston, Geo. W. Bryant, Thos. J. Holland, John E. Harris and Geo. W. Morton. Stewards—Richard Hammond, Richard Gwyder, Samuel Lucas, Henry Berry and Amos Johnston. Organist, Miss Julia Lewis. Choir leader, Amos Johnston. Sexton, Richard Hammond. Sunday school superintendent, Richard Hammond.

Macnab Street Baptist Church, Macnab street, between Cannon and Mulbery streets. Brick. Seating capacity, 400. W. H. C. Harrison, preacher. Deacons and trustees—John Slaughter, sr., William Carter, sr., and James Lewis. Choir leader, J. Slaughter, sr.

SALVATION ARMY.

Hunter Street Barracks, near corner Hunter and James streets. Brick; seating capacity, 1,500. Captain, Lome Keetch; lieutenant, Maggie Lewis.

Barton Street Barracks, near corner Barton and Wellington streets. Captain, Annie Hasson; lieutenant, M. Sargent.

SUNDRY DENOMINATIONS.

Congregational Church, corner Hughson and Cannon streets. Brick. Seating capacity, 500. Rev. John Morton, pastor. Deacons—A. Alexander (secretary), David Aitchison (treasurer), J. C. Bale, Thos. Bale, Francis Maxwell, John Black and Charles Duff. Organist, Brownlow Sanders. Choir leader, J. C. Bale. Sexton, Robt. Lefevre. Sunday school superintendent, Walter Bale.

First Unitarian Church. Congregation meets in Forester's hall, James street north. J. C. Hodgins, pastor.

Brethren of One Faith meet in hall corner James and Rebecca streets.

Believers meet in hall corner Merrick and McNab streets.

CITY HALL

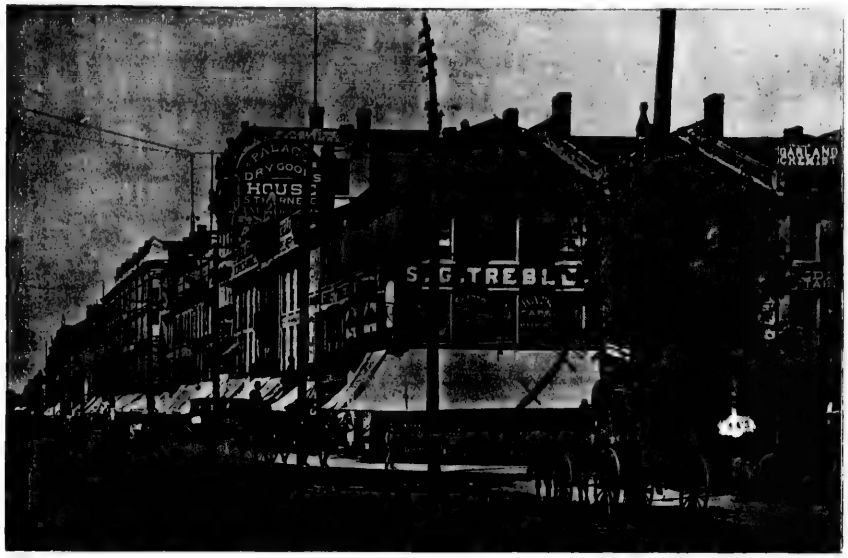
Y. M. C. A.

THE Young Men's Christian Association, which thrives so well in all the cities of this new world, was organized in Hamilton in 1867. Its early years were ones of great success, and many of our leading citizens were found upon it roll of officers and members. Under the direction of efficient officers its work became well known, and received the hearty support of the public. Among the interesting items in its history is the fact that the present popular and useful Boys' Home grew out of the society's work for that class of boys. For many years past the association has had to carry on its work under the discouraging influence of poor and illy furnished rented rooms. As a result its work, compared with other cities, has fallen somewhat behind. The energetic men who have stood at its head the past few years have so felt the need of the society securing a building for its own use containing proper facilities, that they have pressed the matter upon the attention of the public, and the latter have responded so liberally that this year a building such as is needed is in process of erection. The total cost of this substantial and commodious structure, including the furnishing, will be about $40,000. The corner stone was laid on June 24th by Geo. Rutherford, in the presence of a large audience. It is expected the building will be ready for use by the 1st of November of this year. Its appointments include reading room, library, parlor, writing room, meeting room, secretary's office, gymnasium, bath rooms, a large lecture and concert hall to seat 850 on the ground floor, and rooms for rental and extension of the work in the future

The officers are, W. J. Waugh, president; James Watson and Frederick W. Watkins, vice-presidents; David McLellan, treasurer, and Frank M. Pratt, general secretary.

MARKET HOUSE.

Christ Church Cathedral
St Mary's Cathedral
Central Presbyterian
Wesley Church
St. Thomas' Church
James St. Baptist
A FEW OF THE
Gore St. Methodist
Church of Ascension
Knox Church
Synagogue of Anshe Sholem
St. Patrick's
McNab St. Presbyterian
Centenary Church
All Saints' Church
CHURCHES
Hemming & Hilton



JAMES STREET LOOKING NORTH.

The Shipping Interests.

LONG before the building of the Great Western railway, Hamilton was the outlet for the produce of the western section of the country, which found its way from here by water to the seaboard, while this section received its imported supplies by the same route. The competition of the railways, however, affected the lake trade here as at all other points, but it is still an important branch of the commerce of this city. A large amount of coal is brought in annually by sailing vessels, and the propellers do a large business in general freight during the season of navigation, and prove healthy competitors with the railway lines. The timber trade was formerly an important marine industry, and each spring a large timber fleet arrived to ship the squared logs which were brought to this port from the north on flat cars. During the past two or three years the timber trade has declined so far as shipment by water is concerned. Five or six years ago several very large rafts were shipped each season, but since that it has been found more satisfactory to load the logs right into vessels in the manner indicated in the illustration on another page, and this is the process generally pursued on the lake now, as it guards against the loss that is certain to ensue should a raft go to pieces in a heavy gale.

In former years large quantities of square timber might be noticed floating in the bay off the Grand Trunk railway docks, enclosed by large floating booms to keep the logs from drifting away, and generally about the end of April an old black steam barge with a high forecastle and poop something like the pictures you see of the ships of Sir Walter Raleigh, only not half so much style about her, used to puff importantly up the bay towing a line of chuckle-headed, stumpy-masted barges much larger than herself. Another fleet used to come from Kingston towed by a fine steam barge called the D. D. Calvin, and as they all anchored in a cluster off the old emigrant wharf near the Grand Trunk station, they presented a very picturesque appearance. The fleets were manned by descendants of the old French Canadian voyageurs, with bristly black moustaches and wearing red tuques, blue shirts, corduroy trousers and big rubber boots coming up to their thighs. The barges were anchored with their sterns toward the booms, two large trap doors on either side of the rudder down near the surface of the water were pulled open by a pulley and ropes from above, and the logs were coaxed up to these apertures by some of the bristly whiskered brigands, who balanced themselves on the rolling logs with marvellous dexterity as a rule—and occasionally went souse into the iced water as an exception—until the ends of the logs were tilted up with a block and tackle, then a chain was brought from the interior of the vessel's hold and grappled on to them. A direct descendant of Jacques Cartier stood at the port hole and, when he yelled something in French and jabbed his long pike pole fiercely, the big log was yanked bodily into the bowels of the barge, if the vessel happened to have a pony engine on board, or boosted slowly in by the power afforded by a couple of angular mules that promenaded sleepily around the big capstan away up forward on the forecastle, and waved their big ears with graceful languor as if to impress the beholder with the fact that they could understand the voluminous and gaudy article of French talked by their sailor Jehu, with one hand tied behind their backs. When all the fleet had filled their intestinal parts with squared timber, the little black steam barge marshalled them in line and the tow looked even a trifle majestic as it started off and the sinuous procession swept round in a graceful curve and headed for the canal.

The navigation returns for last season showed that the number of entries registered at the port, exclusive of the regular passenger vessels, was 168, principally coaling schooners, and they brought in 65,923 tons of coal. Six propellars are owned here and five or six sailing vessels, besides the handsome passenger boats of the Hamilton steamboat company.

The other illustration shows a view from a point on the bay near McKay's dock looking towards the beach, and gives a good idea of the bay front on a breezy afternoon. Hamilton has good wharf accommodation, and two elevators and several grain warehouses accommodate the shippers of cereals, principally barley and wheat. There is a dock yard at the foot of Bay street at which some of the best wooden boats on the lakes have been built.

The view from the mountain at night, particularly in winter, when the foliage of the shade tree does not obscure the electric lights, is beautiful beyond description.

The Waterworks.

HAMILTON rejoices in a bountiful supply of the purest drinking water. The Dominion analyst has certified that the city water of Hamilton is the very best in Canada. The waterworks system being as efficiently managed and well equipped as her other institutions, since the new pumping machinery has been put in the water for fire purposes is all that can be desired. All the water is pumped from Lake Ontario, a distance of five miles, having first been filtered by a very simple and effective process. A long reservoir, or filtering basin, is constructed parallel with the lake shore and separated from the water by about thirty feet of sand. The basin being lower than the level of the lake, the water filters through this wall of sand in a perfectly pure condition. It is then pumped to the main reservoir, or rather against the head of water in the main reservoir, which is situated on the side of the mountain just east of the city limits, and 185 feet above the level of the lake. This reservoir has a capacity of eleven million gallons. When a high fire pressure is needed a stand-pipe can be put on which is 85 feet above the reservoir, and that gives a pressure of about 80 pounds to the inch on the city hydrants, and enables the firemen to secure all the streams necessary, capable of throwing water seventy feet high. The pumping house at the beach is well worth a visit by anyone interested in seeing ponderous machinery in motion. Until last year the city was supplied with water by a pair of old-fashioned walking-beam pumps, built in 1858 at the Gartshore foundry in Dundas. These pumps are contained in a massive stone building, and are remarkably fine specimens of their class. They are almost as servicable as they were on the day they were put in, and have been kept in excellent order by Engineer McFarlane. Their capacity is five million gallons per twenty-four hours, but the city has grown so rapidly during the past ten years that it was necessary to increase the supply. The Osborne-Killey Company of Hamilton was awarded the contract for a pair of compound engines and pumps, and these have been completed this season, and occupy a new brick building especially erected for them. Their joint capacity is eight million gallons, which, with the old pumps, which are still good for many years' service, will make the available daily supply of the city thirteen million gallons. Visitors to the pumping station will find much to interest them in comparing the extensive and complicated machinery of the old pumps with the simple and compact construction of the powerful new pumps, and will see a pair of the biggest fly-wheels in Canada in

THE RAVINE AT ALBION MILLS.

motion. Mr. McFarlane is exceedingly courteous and obliging, and ready to explain the fine points of the machinery to visitors.

William Haskins, city engineer, is the manager of the waterworks, and from his report to the city council at the close of the year 1888 the following information is taken:

The amount of income from water-rates during the year was $149,890.83, and the expenditure for maintenance, running expenses, street watering, main extensions, etc., was $63,121.61, leaving a balance of $86,769.22 to the credit of the works. It will readily be seen that the amount spent in creating Hamilton's magnificent system of waterworks was well and profitably invested. The total cost of the system to January 1, 1889, was $1,380,427.50.

At the end of 1888 there were 10,954 house services in use; there were 86 miles of mains, 544 street hydrants, and 303 stop valves.

During the year 1,615 tons of coal and 34 cords of wood were consumed to pump water, as follows:

January	94,524,950 gallons.
February	95,828,140 "
March	97,864,840 "
April	88,500,510 "
May	100,745,775 "
June	107,159,115 "
July	115,019,530 "
August	117,254,600 "
September	105,643,950 "
October	101,242,115 "
November	96,052,135 "
December	96,891,080 "
Total	1,219,696,710 gallons.

Being an average daily consumption of 3,341,635 gallons.

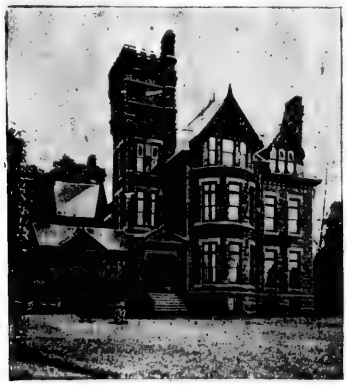
That part of the city known as the high level district, bounded on the north by Hannah, Herkimer and Maria streets, and on the south by the mountain, is supplied by a supplementary engine, which pumped during the year 72,177,421 gallons of water into the high level reservoir, which is situated far up the mountain side. At the end of each year the chairman of the waterworks committee has good reason to compliment the ratepayers upon the substantial construction, steady progress and sound financial showing of the waterworks system.

The officers of the waterworks department are these: William Haskins, manager; James Macfarlane, engineer; William Monk, secretary; W. A. Kerr, W. R. Campbell, A. T. James and William Murray, clerks; William Anstey, general foreman.

MAIN STATION, G. T. R.

Hamilton's Manufactures.

HAMILTON is pre-eminently the great manufacturing city of the Dominion. It is frequently called the Birmingham of Canada, and although the comparison with the world's greatest workshop may seem to be somewhat presumptious it is not altogether unwarranted. When it is considered that within the memory of living men the site of Hamilton was a howling wilderness, its present proud position as the great manufacturing center of Canada justifies its people in their pardonable pride, and they may be considered to be entitled to compare their town with any other. Hamilton resembles Birmingham in her thrifty application of skill and capital to widely diversified individual operations, and there is hardly a manufactured article of commerce made in the broad Dominion for the manufacture of which one or more establishments have not been set up in Hamilton. This has been her distinguishing characteristic for at least a generation. Within that period, manufacturing establishments on a scale and with equipments in keeping with the latest demands for cheap and efficient production, have successively sprung up within her limits. Her increasing workshops have steadily added to her population and enhanced her wealth. Scarcely an important branch of industry is left altogether unrepresented.



W. J. COPP'S RESIDENCE.

Her factories, equipped with modern machinery and the latest labor saving devices to minimize the cost of production, maintain a daily output of innumerable articles of the metal, wood and leather industries, of textile fabrics, and of glassware, pottery and clothing. The curing and packing of meats, and canning of fruits and vegetables, are also carried on in accordance with advantageous methods peculiar to the western side of the Atlantic.

The last census of Canada, taken in 1881, shows how various the industries of Hamilton are, and gives a clear view of their relative importance in comparison with the manufactures of the whole of Canada. The capital invested in the industrial operations carried on in Hamilton is nearly one thirty-fourth of the whole capital invested in manufacturing industries throughout the whole Dominion, and the proportion of finished goods is nearly in the same ratio. The average annual wages of each person employed in Hamilton industries amounts to $345.93. This includes the boys and girls as well as the adults employed, and is in excess of the average earnings of similar employes, taking the whole of Canada into account. Including the whole manufacturing population of Canada, the average yearly earnings per person employed amount to $233.11. The exact returns of the Dominion census for 1881 are:

	Dominion of Canada.	City of Hamilton.
Capital Invested in Manufacturing Operations	$165,302,623	$4,825,500
No. of Hands Employed	254,935	6,493
Average of Yearly Wages	59,429,002	2,246,427
Value of Raw Material	179,918,593	4,303,693
Total Value of Articles Produced	309,676,068	8,209,489

It must be remembered that that census was taken nearly ten years ago, and that since that time many new factories have been opened in the city, and most of those then established have been enlarged and extended to such a degree that the figures do not now represent the actual existing condition of affairs. Steady progress has been made since 1881, and it is entirely safe to say that fifty per cent added to the figures of that year would not exaggerate the present manufacturing standing of the city.

Following is a partial list of the manufactures in Hamilton, some of them being represented by one factory, and others by a dozen:

Button Making,
Carpet Making,
Cork Cutting,
Fitting and Foundry Working,
Glass Working,
Indian Wares,
Lamp and Chandelier Making,
Native Wine Making,
Plaster and Stucco Work,
Sewing Machine Factories,
Manufacture of Shipping Materials,
Whip Factories,
Straw Working,
Wig Making,
Rope and Twine Factory,
Paper Factory,
Gas Works,
Gun Making,
Engraving and Lithographing,
Aerated Water Manufacture,
Tobacco Working,
Car and Locomotive Works,
Coffee and Spice Mills,
Cotton Factories,
Fire-proof Safe Making,
Glue Making,
Iron Smelting Furnace,
Mattrass Making,
Nail and Tack Factory,
Paper Bag and Box Making,
Rolling Mills,
Shirt, Collar and Tie Making,
Vinegar Factories,
Window Shade Factory,
Butter Factory,
Trunk and Box Making,
Patent Medicines,
Musical Instrument Making,
Hosiery,
Gold and Silver Smithing,
Engine Building,
Carving and Gilding,
Spinning Wheel Making,
Wood Turning,
Potteries,
Dyeing and Scouring,
Miscellaneous Wares,
Basket Making,
Sash, Door and Blind Factories,
Printing Offices,
Meat Cutting,
Pot and Pearl Asheries,
Hatters,
Watchmakers,
Breweries,
Tailors,
Tin and Sheet Iron Works,
Foundries,
Saddle Makers,
Cooperage,
Flour Mills,
Carriage Making,
Cabinet Making,
Blacksmithing,
Fruit Canning,
Knitting Works,
Fish Curing,
Tile Making,
Bakeries,
Fruit Can Factory,
Screw Making,
Stove Making,
Soap Factories,
Edge Tool Making,
Chemical Products,
Book Binding,
Ship Building,
Stone and Marble Cutting,
Pump Making,
Painting, Glazing, etc.
Furriers,
Jewelers,
Boat Builders,
Broom Makers,
Wholesale Clothiers,
Tanneries,
Machine Shops,
Harness Makers,
Dress Making,
Carpenters and Joiners,
Brick Making,
Agricultural Implements,
Saw Making,
Wire Drawing,
Lamp Making,
Boots and Shoes,
Furniture Making,
File Making,
Wire Nail Making,
Electric Lighting,
Telephone,

THE Hamilton "mountain" is a continuation of the Niagara escarpment, over which the Niagara falls plunges forty miles to the east. The escarpment runs nearly parallel to the present shore of Lake Ontario, and is lost, west of Hamilton, in the Dundas valley. A continuation may be seen to the north, where it terminates in a high bluff—a landmark known to all sailormen in the fresh water seas as "Flamboro' Head."

GORE PARK is a beautiful little spot in the center of the city. It is not called Gore park because of any bloody deed having been done there, nor because of its shape, which is much like that which dressmakers call a gore. The little park was given to the city by Mr. Hughson, one of the first settlers, the condition being that it should always be a park. "Gore" was at that time a favorite name—Hamilton being in the "Gore district."

MRS. SKINNER'S RESIDENCE—FAIRLEIGH PARK.

FEDERAL LIFE ASSURANCE CO.

A Few Business Houses.

THE FEDERAL LIFE.

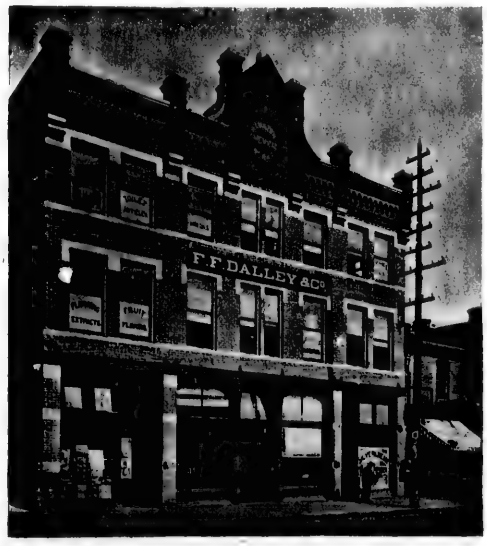
THE Federal Life Assurance Company, whose headquarters are the handsome and substantial building at the corner of James and Vine streets, was organized in February, 1882, and began issuing policies in July of the same year. The last annual report—the seventh—showed a condition of affairs that was highly gratifying to all concerned; the company a comparatively young concern, was able, by dint of good management and careful supervision of all the details of the business, to make a showing upon which many older companies might well look with envy. No less than 1,310 policies were issued during the year, representing $3,335,500 of new business, and bringing the total insurance on the Company's books up to $9,930,987. The premium income was increased by 36 per cent., and the assets, exclusive of uncalled guarantee capital, by 24 per cent., the amount of the latter being thus made more than double that of the Company's liabilities to the public as to policies in force, based on standard tables of mortality and interest. Including the guarantee capital, the total resources of the Company were then $786,572, an amount which affords most ample security for policy-holders, being nearly ten times the liabilities to the public. A noticeable feature of the statement is the relatively small expenditure of the Company as compared with the amount of new assurances, and the low cost of mortality and expense combined. The Company has gained over $7,000,000 in insurance in force in the past three years, and has now over $10,000,000 of insurance current—a record unequalled in the history of life insurance in Canada. The manager, Mr. Dexter, and his competent staff of assistants, know their business, and are to be congratulated upon the first-class business they have built up for the Federal Life Assurance Company.

JAMES TURNER & CO.

WHOLESALE grocers, and wine merchants, are located in the elegantly fitted new premises at 11 and 13 Main street east, where a vast cellarage and large storage capacity are united with convenient arrangement, enabling the staff to handle an enormous quantity of goods. This old-established firm long since made a name for itself for fair and honest dealing, and is now reaping the reward of integrity and industry. James Turner & Co. was the first firm to introduce Ontario goods into Manitoba and the northwest, and to the enterprize of these gentlemen and the favorable impression they there created of Hamilton business methods is due in a great measure the fact that Hamilton wholesale men and manufacturers now enjoy a very large share of the trade of the great northwest. The warehouse of James Turner & Co. is a busy place, where many active and experienced men are engaged in supplying groceries and liquors to a very large number of dealers in all parts of the country. The firm is widely known, and is everywhere looked upon as being solid and reliable. Hon. James Turner, senator, is senior partner.

F. F. DALLEY & CO.

MANUFACTURERS of blacking, inks, shoe dressing, harness oils, flavoring extracts, patent medicines, dye stuffs, spices, baking powder, etc., and wholesale dealers in oils, drug sundries, etc., are located in a large and handsome brick building at 99 James street north. Inside the arrangement of the different flats is complete the first flat is divided into general and private offices and sample rooms, and the rear half is the packing and shipping department. The cellars extend completely under the whole building, and contain a 15 horse-power engine, two boilers, drug and spice mill, mixers, etc. The second flat is used for putting up the various articles manufactured. Here from thirty to forty hands are kept constantly employed—the top flat is the laboratory, where all goods are made under the personal supervision of Mr. E. A. Dalley, whose thorough knowledge of the various branches of this intricate business eminently fit him for this department. The business was established in 1846 by the father of the Messrs. Dalley now of the firm. From small beginnings it has constantly increased until the firm name has become a household word, and a guarantee of the excellence of its goods. The business extends throughout the Dominion, and half a dozen travellers are constantly on the road booking orders.



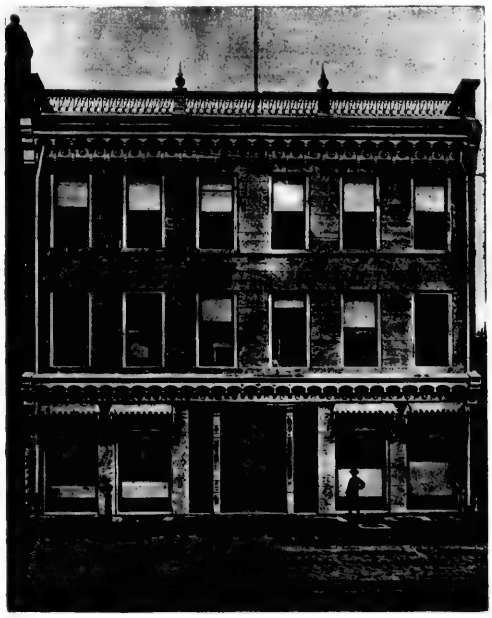
F. F. DALLEY & CO.

IN winter the facilities enjoyed by Hamilton for two of the most exhilarating of outdoor sports—tobogganing and iceboating—are not equalled anywhere. The mountain side is one vast toboggan slide and coasting ground, where runs of a mile or a mile and a half may readily be had, while the land-locked bay affords a capital sheet of ice embracing over twenty square miles, upon which the iceboats of the Hamilton fleet fly to and fro at a speed that no railroad train can equal. Owing to the fact that the ice in the bay never shifts until it is thawed in spring, and to the other fact that the fall of snow in Hamilton is light, iceboating is indulged in during the entire winter, and the bay is constantly alive with ice-yachts.

The Bank of Hamilton.

THE people of the ambitious city have excellent reason to be proud of the Bank of Hamilton. Started only seventeen years ago by a few energetic and far-seeing business men of the city, the bank has been uniformly successful, until now it occupies a proud position among the great monetary institutions of the country. A glance at the names of the gentlemen of the board of directors is sufficient to show that Hamilton's best and solidest business men are there represented. The president is John Stuart; Hon. James Turner is vice-president; and A. G. Ramsay, John Proctor, Charles Gurney, George Roach and A. T. Wood are the directors all known far and wide as men of undoubted wealth, unswerving business integrity and capital business qualifications. Under this board works a lot of clear-headed gentlemen, trained to their work, careful and shrewd in its performance and pre-eminently successful in its results. J. Turnbull, cashier, is the chief executive officer of the bank, and he is ably seconded by H. S. Steven, assistant cashier, and a corps of faithful and energetic clerks.

The Bank of Hamilton has already established agencies at Alliston, Cayuga, Georgetown, Listowel, Milton, Orangeville, Owen Sound, Port Elgin, Simcoe, Toronto, Tottenham and Wingham, and it is constantly spreading its business wherever a good opening may offer. In order to show the enviable condition of this bank some extracts from the seventeenth annual report, presented June 18, 1889, are here reproduced:



JAMES TURNER & CO.

The Balance at credit of Profit and Loss Account, 31st May, 1888, was		$ 2,840 04
The profits for the year ending 31st May, 1889, after deducting charges of management and making full provision for all bad and doubtful debts, are		137,492 80
		$140,332 84
From which has been declared		
Dividend 4 per cent., paid 1st December, 1888	$40,000 00	
Dividend 4 per cent., payable 1st June, 1889	40,000 00	
		80,000 00
		$ 60,332 84
Carried to Reserve Fund	$40,000 00	
Carried to Rebate on Current Bills Discounted	5,000 00	
Written off Bank Premises and Office Furniture Accounts	4,907 69	
		$ 49,907 69
Balance of Profit and Loss carried forward		$ 10,425 15

The year has been one of steady and satisfactory progress, and the board hope and believe that the result will commend itself to the approval of the shareholders.

The capital stock, paid up, is $1,000,000, and the reserve fund is $400,000, and the total assets are $5,703,089.33. There are other banks with larger capitals; but there is no bank in Canada that can make so good a showing of business and profits in proportion to the capital employed.

HAMILTON PUBLIC LIBRARY

Police Department.

POLICE duty in Hamilton is performed by a comparatively small but efficient and well disciplined force of fifty men. Chief Hugh McKinnon, one of the most experienced detective officers in the Dominion, is at the head of the force, and he has the hearty co-operation and support of his men in discharging the difficult duties of that office. Formerly Hamilton had quite a criminal record, but since the reorganization of the police force about ten years ago, crime has rapidly decreased, and the last annual report showed that the loss by depredations of all descriptions during 1888 was under $5,000, and the greater part of the goods stolen were recovered. But, while the zeal and intelligence of the present force has hitherto rendered it equal to protecting the large area under its charge, it is generally conceded that its strength should be materially increased to provide against the emergencies liable to arise in a city of the size and importance of Hamilton. The authorities, however, have at their command two patrol wagons which, in conjunction with the large and widely distributed telephone system of the city, by which notices of disturbances or alarms are promptly received, they are able to place men when needed anywhere within the city limits. This system has been found to have a particularly salutary effect upon roughs of all descriptions, because, should they create a disturbance, they don't know what moment a patrol wagon summoned by a still alarm from the residence of a citizen, may dash round the corner and scoop them in. It is the intention of the authorities at an early day to add a squad of mounted policemen and to have the police call system introduced. Under this arrangement, a call box with a telephone in it will be placed on each patrolman's beat and so arranged that the attention of the officer can be attracted to it at night or in the daytime by a signal when it is desired to communicate information to him from headquarters. Or if he has information to send in, or needs assistance, or wishes to have a drunk conveyed to the cells, he calls up police headquarters. By taking advantage of all such modern improvements in detective apparatus and keeping the personnel of the force in its present excellent state the commissioners believe that the most effective service can be obtained.

The force as at present constituted is composed of the following officers and men:

Hugh McKinnon, chief constable; Alexander Smith sergeant-major; Joseph Prentice, James Castell, James Pinch, sergeants; B. McMahon, J. Vanatter, W. Robinson, patrol sergeants; Constables, P. Ferris, W. McMenemy, J. Lowery, P. J. Fenton, J. Bainbridge, Alex. English, Samuel Fuller, George Miller, John Cruickshank, Thomas Watson, Hiram Walsh, Alex. Campbell, James Barron, John Ford, John Blakely, S. C. Griggs, Joseph Duncan, John Timson, John Hawthorne, David Wark, Wm. Hawkins, Joseph Cable, Wm. Hallisy, Theodore Zeats, Jas. Venard, John Knox, Wm. Hunter, Wm. Campaign, Henry Tuck, Thomas Johnston, John Cameron Alfred Moore, Thomas Nixon, Chas. Gibbs, John Creen, Thos. Steward; Patrol Drivers, David Coulter and Jas. Harris. Detectives, Ian McKenzie, Bryan Doyle, Wm. Reid, Donald Campbell.

At present, during the erection of the handsome new city hall, the chief's office is located at No. 3 station, on King William street near Mary street. When the new building is finished, No. 1 station will be reopened there, and a commodious suite of rooms at the southeast corner of the structure is being specially prepared for police headquarters. Chief McKinnon will have a private office, as will also Police Magistrate James Cahill, and there will be a large room for the detectives. No. 2 station is located in a substantial stone building at the corner of James and Stuart streets. Police headquarters is at No. 3 station on King William street, where the police court, police cells, storerooms for the keeping of goods recovered, police recreation rooms and library, and the office of Sergeant-Major Smith, the statistician of the force, are situated. Also a large and interesting rogues' gallery and a museum containing such nice chirpy articles as razors used by suicides in letting their spirits loose; ropes that have hung prominent murderers; pistols, axes and knives used by said murderers upon their victims; slung shots, sand bags, bludgeons and kindred weapons that have figured in famous criminal cases; besides a choice assortment of faro layouts, gamblers' tools, jimmies, chisels, drills and other instruments used in pursuit of his calling by the industrious and painstaking burglar. The cells are in rear of the main building, which is a gloomy-looking three-story brick structure. There are nine cells and two large dormitories, and they are kept in first rate condition by Caretaker Harry Headland. No. 4 station was opened when the patrol wagons were introduced, and is situated near the corner of Napier and Bay streets. Here are stationed the two patrol wagons and the new ambulance lately put in commission. The patrol station is fitted with hanging harness, automatically-opening doors and all the latest improvements. The wagons are of the regulation pattern and will carry about a dozen men each. One of them with a squad of men responds to every fire alarm to render assistance to the firemen by keeping the crowd back and protecting property. Generally speaking, the police force of Hamilton is composed of a fine, athletic and intelligent body of men, everyone of whom knows his duty and does it in a firm but courteous manner, and the citizens are proud of them and all classes support the men in the discharge of their duty. The detective force, too, has proved itself efficient when its ability has been put to the test, and is now enjoying a comparative rest through the simple medium of having secured for Hamilton among the shady fraternity a reputation as a good place to keep away from.

CHIEF McKINNON.

The history of the Hamilton police department has been quite an eventful one. Away back in the forties, James McCracken, high bailiff of the county, had jurisdiction here, and John Moore acted as his chief constable. In 1852 John Carruthers, the present aldermanic representative for Ward 6, joined the force, and when Chief Moore resigned in 1856, he was appointed chief by the first police commissioners appointed under the new act. They consisted in that year of Mayor George Mills, Recorder Stark and Captain Armstrong. In those days there was no local judge, the business usually transacted by that functionary being done by a recorder. The force at that time consisted of 28 men, but in 1862 and 1863, when the city got into financial difficulty and nobody paid taxes for two years, the force was reduced to seven men. It was in the latter year that James Cahill, the present Police Magistrate was appointed. During Chief Carruthers' regime several notable criminals were sent down. Among the most notable of these cases was a murderous assault by masked burglars on ex-alderman John Henry at his residence on James street south. Three burglars entered his house, and on being discovered attacked him. Lawyer John Barr, a neighbor, came to Mr. Henry's assistance, and they succeeded in securing one of the trio. Mr. Henry was dangerously wounded. Chief Carruthers scoured the city and county next morning and succeeded in arresting the other two miscreants. They were tried and found guilty, and one was sentenced to death, but the sentence was subsequently commuted to imprisonment for life. The breaking up of the Morganroth gang was another clever bit of work. A number of robberies had been committed, when Chief Carruthers and Constable McLogan arrested a German named Morganroth at his house, corner of York and Locke streets, and there all the stolen goods were discovered ingeniously hidden in the walls and under false steps in the stairs. Three or four wagon loads of goods were found secreted on the premises. Morganroth was convicted and died in the penitentiary. During 1864 and the winter of 1865 a particularly slick gang of crooks located here, since known as the Parker gang, and their depredations became so bold and extensive that the assistance of a government detective named Armstrong was called in to work up the case. Joe Parker, alias Parish, was at the head of the gang, and his headquarters was in a house on Market street near Macnab, where he lived with a brother-in-law named Taylor. A notorious gambler named Jim Jeffery acted as fence for this gang. He had a gambling establishment on the west side of Macnab street near King, and his elaborate outfit may be seen in the police museum. It includes a large rosewood box, handsomely inlaid with brass, containing about thirty packs of cards, counters, shufflers, etc. This gang robbed several prominent wholesale houses until the proprietors were nearly ruined. Gates & McRae (the senior partner of which firm is now president of the Hamilton gas company), were among the principal losers, and Mr. Peacock (now of the health department) who then kept a large dry goods store at the corner of Macnab and King streets, lost heavily by the depredations. Detective Armstrong located the gang, and for some reason the arrest was entrusted to a posse of sheriff's officers, who surrounded the house. Mister Parker cleaned out a window with a chair and placed himself therein with a revolver in each hand. He fired a fusilade, the bailiffs scattered and Mister Parker skipped over the adjacent fences and was seen no more. Taylor, his brother-in-law, was sentenced to a term of years, and considerable swag was recovered. In 1865 Chief Carruthers resigned and Captain Nicoll was appointed on June 7th of that year, Hugh McKinnon, the present chief of police, being appointed his deputy, but resigned shortly after and went on the government detective staff. Captain Nicoll had scarcely got well into harness when the famous Galt bank burglary case occurred. An English burglar known as Bristol Bill, having emigrated to America and found the States too hot for him, came to Hamilton. He was one of the most expert members of his profession, and had made his name a

SCENE IN DUNDURN PARK.

THE POLICE FORCE

ALL SORTS AND CONDITIONS OF MEN.

household word by two big bank steals in New York and Pittsburg. He was surrounded by a select gang of pals, mostly English experts. The night they chose to try the Galt bank there was a big ball in the town, and everybody was at it, including, of course, such ornaments of society as the bank clerks. During the night the servant girl at a house across from the bank observed lights in the bank and men moving about in a suspicious way. She quietly slipped out, and going over to the ball, informed her master. A party at once came back to investigate, but they made such a hurrah about it that Bristol Bill and his merry men slid off in the gloaming. It was found that the locks were all drilled and the charges laid ready to blow the vault doors. The apparatus to fire the charge was very ingenious, consisting of a pistol fastened on the side of the door with a string attached to the trigger and carried out through the office. A very fine kit of burglars' tools were left behind. The burglars escaped to the States, but Bristol Bill found it too hot over there and came back. He was arrested and got five years in the penitentiary. Gambler Jimmy Jeffery, previously mentioned, was also arrested in connection with this, but broke jail and escaped to Buffalo, where he died some years ago. His gambling outfit was seized, and is now in the museum at police headquarters. In his house was found an ingenious signalling system by which he could lean back against the wall as he sat playing at the table and a confederate in the room above who was so placed as to be able to see his victim's cards, could signal to him by making a button in the wall hit his head. After Captain Nicoll resigned in 1868, a lawyer's clerk named Ralph Davis was appointed, but he did not leave a very brilliant record for efficiency, and nothing of particular interest seems to have occurred during his incumbency. Captain Henry, afterwards governor of the jail, was appointed in 1871. He was adjutant of the Thirteenth battalion at the battle of Ridgeway in 1866 and made a worthy record for himself in that disastrous engagement. During the heat of the fight he went about coolly encouraging the men, and won enviable distinction by his bravery. He was very successful as a chief of police. The most important event during his term was the arrest of Bill Knight and McCardel for robbing Charles Foster's store. About $1,000 worth of cloth was taken, but it was nearly all recovered under the Derjardin's canal bridge by Sergeant Major Smith, who was then a constable on the force. When Captain Henry was made governor of the jail, Detective Mat. Logan was appointed chief in 1875, and it was during his regime that the Young murder occurred, the details of wh·ch are still in the minds of many citizens. The Young brothers waylaid a farmer on the mountain between here and Caledonia one night and robbed and then murdered him with a club. The Youngs were arrested in this city and taken to Caledonia where they were tried and sentenced to death. They escaped from jail by murderously assaulting the turnkey, and were in hiding in a barn some distance south of the city, with two young women named Barber, daughters of a neighboring farmer. The local constables were afraid to tackle them as they were armed, and announced that they would not be taken alive. A Hamilton policeman named James McFeigan, afterwards chief of police at Galt, was out in the country on a visit and located the men. He came into the city and informed Chief Logan, and a posse was at once ordered out to make the arrest. It was composed of Chief Logan, Sergeant Major McMenemy, Detectives Rousseaux and McPherson, Constables Donald Campbell, Keenan, Robinson, James McFiegan, David Wark, Joseph Prentice, Peter Ferris and Leslie Wright. They drove out to the place and surrounded the barn and then waited until daylight. The men were found hiding in a haymow and they resisted. Sergeant Major McMenemy shot James William Young through the wrist, and then the murderers subsided. John Young was hung and James W. Young was sentenced to imprisonment for life, but was pardoned last fall. The Hamilton force was handsomely rewarded for the capture. Subsequently Logan was made deputy warden of the Central prison, and Alexander McMenemy succeeded him in the fall of 1876. He was chief at the time of the murder of Nelson Mills, brother of the late Hon. Samuel Mills. Mr. Mills had an execution entered against a delinquent tenant, a butcher named McConnell, who was a man of ungovernable temper and brutal disposition. When McConnell heard of it he was in his stall on the market. He deliberately sharpened a knife and proceeded to Mr. Mill's residence on George street, and, on the latter coming out to speak to him, deliberately and brutally stabbed him in several places. Mr. Mills lived for a few days, but there was no hope of his recovery from the first. Detective McPherson arrested McConnell at his house while he was washing the blood off his hands, and the murderer was subsequently hung at the jail here. Chief McMenemy was probably one of the most successful, faithful and indefatigable detective officers the city ever had. He died on August 1st, 1879, and A. D. Stewart, formerly a Toronto bank clerk, reigned in his stead. Chief Stewart accomplished much the same work for the Hamilton police department that Chief Aitchison at the same time was doing for the fire department. He reorganized it, improved its methods and infused discipline into it. He increased the detective force from two to four men, instituted a rogue's gallery, and in 1884 was the first chief in Canada to introduce a patrol-wagon service. In 1883, in company with Detectives Gates and McKenzie, Chief Stewart arrested the Halton murderer O'Rourke, who killed old John Mahar and his daughter, and was subsequently hanged. The four present detectives made several important arrests in connection with the great Simcoe steel of $14,000 worth of jewelry. The most of it was recovered, and Wm. Lawlor, of this city, got ten years. On another occasion the Chief, Detectives Gates and McKenzie and Sergeant Vanatter arrested the famous burglar Shang Clarke and a pal at Copetown for robbing post offices. On September 19, 1882, Major Ellis Phipps, an absconding officer of the Blackley almshouse in Philadelphia, was arrested here for forgery by Detective Leslie Wright, who got a reward of $500. Phipps was extradited and got a term in the penitentiary. Sergeant Castell, one of the best detective officers on the force, made a very clever capture of a man named John Miller, a sneak burglar, who robbed houses in the day time while the inmates were away. Over $1,200 worth of silver plate and valuable furs and silks were recovered, and Miller got ten years. These are only a few of the important and skilfully accomplished arrests made during these years. Chief Stewart was an enthusiastic, able and indefatigable officer, and the force under his charge had made a record throughout the country for efficiency, when, much to the regret of the citizens, he severed his connection with the Hamilton department in 1886. He is now in the auction business in this city. Chief Hugh McKinnon, of Belleville, was appointed in 1886, and his record both here and previously, while in the government service and as chief of police at Belleville, is familiar to Hamiltonians. His career as a detective officer has been one of uniform success, and replete with brilliant achievements. Since he took hold of the force there has been very little crime of any importance in Hamilton; in fact at no time in its history has the city been as free from thievish depredators as during the past two years. In 1888 there were 2,799 arrests, only 490 of which were made on warrants. There were 279 cases of burglary, larceny, pickpocketing and kindred infringements of the laws of meum and teum, mostly cases of a petty nature. Of the persons arrested 1,765 were fined, 777 acquitted, and the balance sent to prison. The value of goods stolen was $4,199, while over $11,600 worth of stolen goods were recovered by the Hamilton police. Chief McKinnon's police record has been a brilliant one. He was instrumental in breaking up the famous Donnelly gang in Biddulph and Lucan, several members of which were subsequently massacred by vigilantes. He did splendid work as a government detective on the Monahan murder case in Lambton county, and was solely instrumental in convicting Thompsett and Lowder for the murder of Mr. Lazier in Prince Edward county. The trial in that case lasted over four days, and Chief McKinnon was complimented from the bench by Judge Patterson for his excellent work on the case, which resulted in Thompsett suffering death on the gallows. The Pell arson case, the breaking up of the famous Zufelt gang, and the chief's adventures with the notorious Coffin McDonald, who claimed to be a relative of the Premier, are matters of comparatively recent newspaper history. Since coming to Hamilton there have luckily been no cases of such importance as to enable the popular chief to add further scalps to his record, but he and his merry men are ready to handle anything in the crook line that comes along.

HAMILTON PUBLIC LIBRARY

THE. E & C. GURNEY CO. MAIN BUILDING.

The Gurneys.

IN the year 1842 there arrived in Hamilton then an insignificant place two shrewd young men, who were moulders. With that keen perception which was a strong characteristic of these men, they at once saw the natural advantages afforded by Hamilton as a manufacturing point, and they determined to settle here and go into the foundry business. These men were Edward and Charles Gurney, and their history is so closely interwoven with the history of the iron foundry business in Canada, that the story of the one is the story of the other. When the Gurney's arrived there was a small foundry, run by Fisher & McQuesten, situated on the ground now occupied by the Royal hotel. The outlook to the ordinary eye was not encouraging; but the Gurneys saw the future of Hamilton, and went to work with an energy and intelligence that must succeed. In 1843 they commenced business as founders in a very modest building on John street, on a portion of the ground now occupied by their extensive works. The entire establishment measured 40 by 60 feet, and so limited was the demand for stoves in those early days that the output of the establishment was kept down to about two stoves a day. Edward and Charles Gurney, expert moulders and foundrymen as they were, did the greater portion of the work themselves, being assisted only by a man and a boy. This state of affairs did not last long. As immigration poured in, and the settlements began to grow, the demand for Gurneys' stoves increased, and in a few years it became necessary to add to the size of the premises and increase the output. One enlargement of the premises followed another until a large area of ground was covered. It even became necessary to purchase a church and add it to the establishment. In 1860 the old foundry, a conglomeration of buildings of various sizes and many ages, was removed, and the present substantial and imposing edifice was erected. In 1875 the handsome four-story office and warehouse was erected at the corner of John and Rebecca streets. From the smallest beginning the foundry had now grown to be the largest in the Dominion, and the name of the Gurneys was known and respected from end to end of the Dominion. Some years before this the Gurneys bought the large Toronto foundry owned by John McGee, and introducing the same push and enterprise there as had characterized their Hamilton operations, the Toronto house soon assumed very large proportions, and began to vie with the Hamilton foundry in both the manufacturing and sales departments. Large ware-rooms were also established in Montreal and Winnipeg.

The history of the Gurneys affords a fine illustration of the great work that can be accomplished by energetic, industrious, shrewd and observing men. To Charles Gurney, the surviving brother, and to Edward Gurney, who passed away a few years ago, Hamilton owes much.

THE E. & C. GURNEY CO. (LIMITED).

IN August, 1883, the concern was incorporated as The E. & C. Gurney Company, (limited), with E. Gurney, president; C. Gurney, vice-president; E. Gurney, jr., treasurer and manager at Toronto; and J. H. Tilden, secretary and manager at Hamilton. The E. & C. Gurney Company, manufactures cooking stoves and ranges, hot air furnaces, hot air registers, agricultural furnaces, and everything in the line. The Gurney stoves and ranges have long been known for their great beauty of design, fine finish, durability, heating qualities, and fuel saving propensities. The company's catalogue, containing engravings showing the various designs in stoves, ranges, hot air apparatus, and holloware, gives one some idea of the resources of this great company, and of the infinite variety of magnificently furnished and artistically designed stoves made in its extensive workshops. But a visit to the establishment is much better, and visitors to the carnival should not neglect to see the Gurney warehouses.

The firm has recently began the manufacture of rim and mortise spring locks, door knobs, escutcheons and all lock requisites. These are made of the best materials, in artistic designs, and innumerable patterns. The company makes a specialty of its locks, and although but two years in the trade, has captured the market.

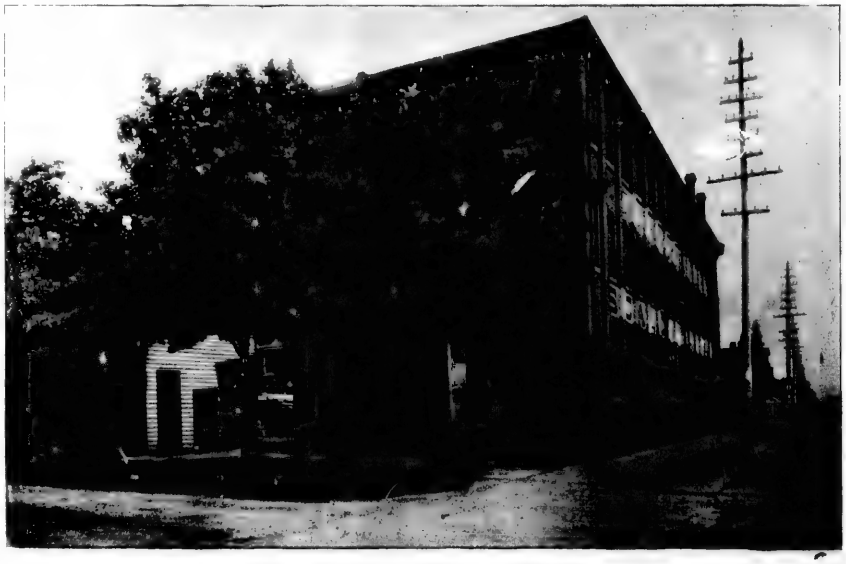
GURNEYS & WARE.

WHEREVER scales are used in the Dominion, the firm name of Gurneys & Ware is well and favorably known. The extensive factory is located on James street, at the corner of Colborne street. For about thirty years this firm has given its attention exclusively to the manufacture of scales, continually making improvements, and always using the best material and employing the most skillful workmanship. The result is that their scales are as near perfection as any thing made by mortal hands can be, and have come to be the acknowledged standard scales of Canada. Scales of all varieties and sizes are made, from the most delicate machine to the ponderous fifty ton scale, and every scale turned out of this factory, having undergone a series of the most searching tests, may be thoroughly and confidently relied upon to be correct. And they are not only correct at the outset, but they maintain their correctness until they are completely worn out. There is no occasion to print a list of the scales made by this firm; it is sufficient to say that Gurneys & Ware make scales for every purpose for which scales are used.

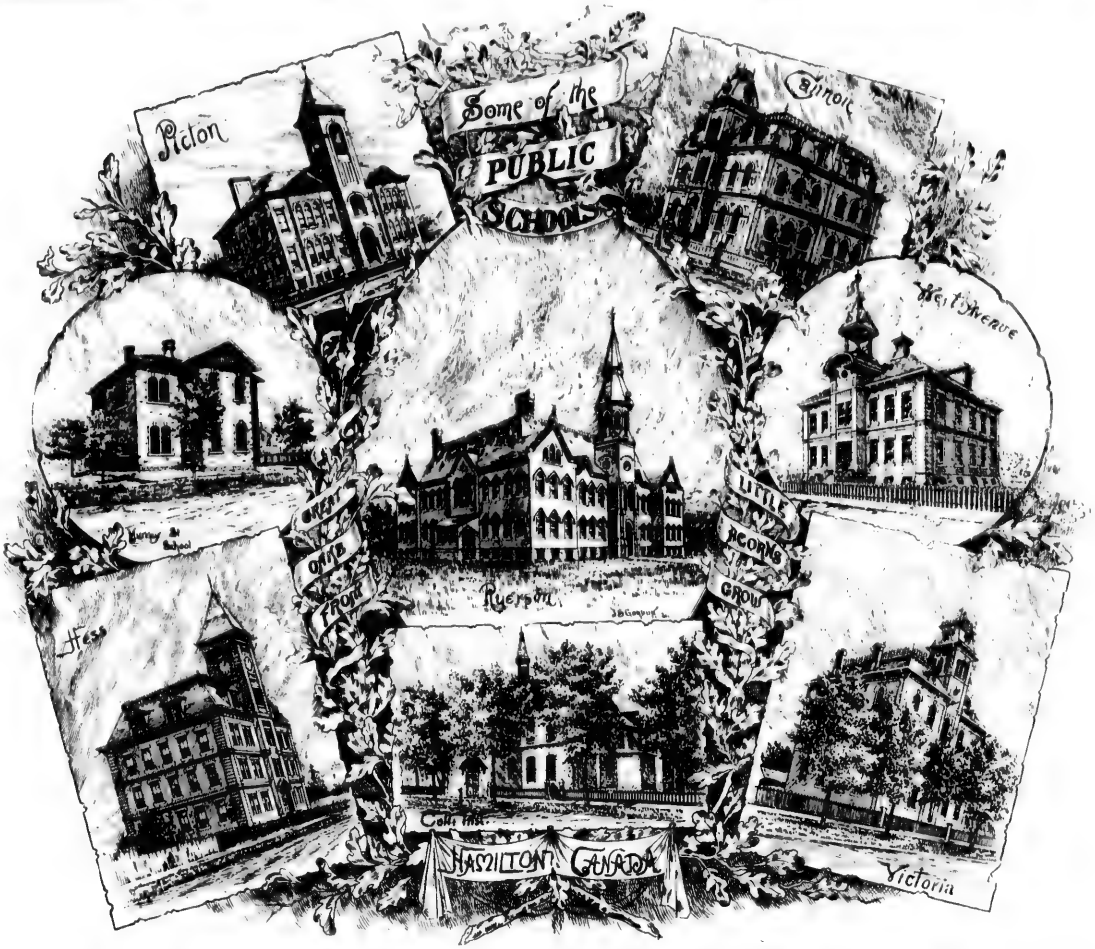
The great success of the Gurneys & Ware scale is due entirely to its intrinsic merit. Other scale manufacturers have sprung up, have put cheaper scales in the market, and have, with their scales, disappeared from public view. Other scale makers may come and other scale makers may go; but Gurneys & Ware go on forever.

HOT WATER HEATING.

THE Gurney Hot Water Heating Company manufactures hot water heating apparatus for dwellings, offices, public buildings, conservatories, etc. Thorough tests have proved beyond peradventure that hot water heating is the best, most healthful and cheapest system for Canada, and that the Gurney system is the best of all systems. The Gurney heaters are known the world over. Two of the principal theatres in London, England, are heated by the Gurney apparatus, and many thousands of them are to be found in the United States.



THE GURNEYS & WARE SCALE WORKS.



The Public Schools.

THE Hamilton Board of Education is a smooth-running and effective piece of municipal machinery, always doing the right thing at the right time, and never failing in the accomplishment of the very best results possible. The Board is composed of gentlemen who take a deep interest in the education of the young, and who give largely of their time to further the interests of the public schools. They are men of experience, good judgment and excellent executive ability, and the result of their somewhat arduous and altogether self-sacrificing labor is seen in the high standard attained by the public schools of the ambitious city. The members of the Board of Education for the year 1889 are as follows:

Ward 1—W. J. Grant, D. Dexter. Ward 2—S. F. Lazier, John Hoodless. Ward 3—Roland Hills, Angus Sutherland. Ward 4—John Greig, Wm. Clucas. Ward 5—F. F. Dalley, A. M. Ross. Ward 6—William Bowman, H. S. Brennen. Ward 7—Thomas Morris, James Scott. Collegiate Institute—W. H. McLaren, Hugh Murray, Alexander Turner, William Young, C. R. Smith, William Bell. W. H. Ballard is the inspector, Thomas Beasley the secretary, A. Stuart the treasurer, and Charles Smith messenger.

They constitute a representative body of citizens, in whose ability, energy and good judgment the people have the utmost faith. They have succeeded in providing Hamilton with schoolhouses second to none on the continent, and have organized a staff of teachers that cannot be excelled anywhere. For school purposes the city has been divided into five districts, in each of which there is a district school besides primary schools. Over each district is placed a head master, who has supervision, not only of his own school but also of all primary schools in his district.

The Queen's district includes that part of the city lying south of King street and east of James street. The head master is W. C. Morton, and his headquarters are at the Queen Victoria school, a handsome edifice, erected in Her Majesty's jubilee year. The Queen Victoria school is not only strikingly handsome as to its exterior, but it is fitted up internally, and heated and ventilated in the best and most approved manner. It is a model school building in every respect. In this district is also the Hunter school.

The Central district includes that part of the city south of King street and west of James street. G. W. Johnson is the head master, and his headquarters are at the Central school, a solid stone structure built in the long ago, and liable to be as durable as the pyramids if some future board of education does not improve it out of recognition. The Central school has spacious grounds about it, and being situated upon high ground makes an excellent show. In this district are the Maple school, the Main street school and the Ryerson school, now in course of construction. This latter will be a handsome structure, as will be seen in reference to the engraving made from architect William Stewart's drawings.

The Hess district includes ward four. It is governed by Headmaster A. S. Cruickshank. He makes his headquarters at the Hess school, which being a large modern structure, is one of the "show" buildings of the city. In this district is situated the Market street school.

The Cannon district includes wards five and six. The The headmaster is T. L. Kinrade, who makes his headquarters at the Cannon school, a handsome building containing a good deal of room. The Picton school, a business-like structure, is in this district.

The Victoria district includes ward seven, and John Ross, whose headquarters are at the Victoria school, is the headmaster. The Victoria school is a very large, roomy building of considerable architectural beauty, and laid out in a convenient manner. The new West avenue school, a neat and roomy building, is in this district, as is also the new Wentworth school, a fine building which is much appreciated in that part of the city.

Besides the schoolhouses mentioned, there are many smaller buildings used for kindergartens and primary classes.

At the end of 1885 there were 104 rooms occupied by classes; in 1887 there were 109 rooms, in 1888 there were 121 rooms, and in the present year the number has been increased to 143.

The teaching staff, during the last session, consisted of 139 ladies and gentlemen, as follows: Charles Athawes, drill instructor; A. S. Cruickshank, George W. Johnson, Thomas L. Kinrade, William C. Morton, and John Ross, headmasters; Walter H. Davis, commercial department; William C. Forster, drawing master; James Johnson, professor of music; Samuel B. Sinclair, model school director, and the following grade teachers: Susan Bennetto, Fanny E. Greer, Mary Morton, Mary E. Armstrong, Rebecca Henry, Eleanor White, Susan C. Burns, Elizabeth Harris, Mary Henry, Jane Lister, Annie Slocomb, Eliza J. West, Esabel E. Burrows, Anne Kennedy, Margaret McKay, Sara H. McKean, Elizabeth Marshall, Charlotte Moore, Annie Ramsay, Elizabeth Turnbull, Isabella Armstrong, Emily Bastedo, Mary Cook, Rebecca DeCou, Jessie Kennedy, Jennie Main, Maggie Meston, Carrie Moore, Julie Somerville, Cora Coventry, Emma George, Annie Harvey, Martha Kirkendall, Louisa McDonald, Martha McFerran, Jessie Stewart, Mary Troup, Henrietta Twohy, Fairlina Twohy, Hattie Dalley, Edith Durdan, Bella Gillespie, May L. Fielding, Jennie McCusker, Carrie Mathews, Anna L. Meikle, Maggie Patton, Lizzie V. Rioch, Annie Sinclair, Agnes Steedman, Annie Troup, Lizzie Daville, Lizzie R. Davis, Blanche Davis, Mary C. Greer, Gussie Hamilton, Charlotte Hendry, Mary McBean, Ida Malcolmson, Annie Mitchell, Anna Morton, Ida Morton, Lily K. Nimmo, Anna Orton, Annie Rigsby, Lizzie Troup, Jessie E. White, Bella Cox, Bella Dingwall, Minnie Gauld, Annie Hendry, Kate McKenzie, Hilda Savage, Lily Simpson, Belle Somerville, Minnie Woolcott, Maggie B. Adam, Annie Ainslie, Isabella Black, Maggie Bowes, Lizzie Chisholm, Mary Coleman, Annie Dickson, Annie Durdan, Mary Hyndman, Janet James, Louisa Lloyd, Alice McCarter, Jennie Binney, Kate Bowman, Annie Green, Leonore Locke, Nellie Morris, Lizzie Murray, Kathleen Shearman, Anna Townsend, Frances Wetherall, Louise Wood, Carrie Davis, Rosina Jamison, Angela Jarvis, Annie Jermyn, Maria Lawson, Aggie McKay, Ella Marr, Sarah Marshall, Ella Meade, Emma Pettigrew, Nettie Raycroft, Mary Rioch, Jennie Ross, Nellie Russell, Helen Shepard, Fanny Sheriff, Alice Stuart, Maggie Sutherland, Mabel Thompson.

The following are the names of the kindergarten staff: L. T. Newcombe, supervisor; and Nettie R. Chisholm, Minnie H. McKean, Bertha Savage, Ada Brown, Lizzie Coleman, Anna J. Henderson, Maggie Ramsay, Jessie Robertson, Louie Turnbull, Mabel McKindsey and Florence Bowditch, directors.

Of these teachers 16 hold first-class certificates of qualification, 79 hold second class certificates, 12 hold kindergarten certificates, 18 hold third-class certificates with second class non-professional, and 13 hold third-class or special certificates.

These teachers are all under the supervision of W. H. Ballard, M. A., inspector, a gentleman who is thoroughly qualified by education, training and natural ability for the position. From Mr. Ballard's annual report for the year 1888 are taken the following, which will be found interesting:

The total number of pupils enrolled during the year was 8,249; of these 4,200 were boys, and 4,049 girls. The aggregate attendance for the first half year was 685,903, and for the second half 477,139, giving an average daily attendance of 5,669 for the first half and 6,117 for the last half of the year, being respectively 670 and 248 more than for the corresponding periods of the previous year. The average daily attendance for the whole year was 68 per cent. of the total number enrolled. The total enrollment for 1888 exceeded that for 1887 by 389.

266 pupils attended less than 20 days.			
625	"	"	between 20 and 50 days.
1497	"	"	" 51 " 100 "
1354	"	"	" 101 " 150 "
4507	"	"	" 151 " 200 "

At the close of the year the number of pupils in the Kindergarten was 659; in the First Reader, Part I., 1,853; in the First Reader, Part II., 1,266; in the Second Reader, 1,250; in the Third Reader, 1,815; in the Fourth Reader, 1,190; in the Fifth Reader, 216; the number in Writing was 7,590; in Arithmetic, 8,249; in Drawing, 8,249; in Geography, 4,707; in Music, 8,249; in Grammar and Composition, 5,242; in English History, 1,191; in Canadian History, 1,655; in Temperance and Hygiene, 1,601; in Drill or Calisthenics, 5,317; in Book-keeping and other branches of the Commercial Course, 216.

The following tables show the monthly attendance, enrollment and fees for the year 1883 to 1888, inclusive.

NUMBER OF PUPILS ENROLLED.

	1883	1884	1885	1886	1887	1888
January	4557	4793	5008	5268	5646	6178
February	4436	4820	4831	5358	5311	6176
March	4455	4825	4968	5447	5350	6211
April	4591	5047	4978	5571	5708	6384
May	4589	5124	5144	5674	5956	6372
June	4463	4810	4988	5522	5715	6148
September	5142	5194	5198	5820	6297	6654
October	5198	5152	5405	5951	6332	6662
November	4889	5128	5177	5913	6307	6619
December			4967	5653	5995	6359
Average	4702	4985	5068	5618	5862	6375

AVERAGE MONTHLY ATTENDANCE.

	1883	1884	1885	1886	1887	1888
January	3933	4301	4446	4862	4995	5466
February	3914	4326	4233	4740	4567	5496
March	3847	4383	4451	4775	4534	5612
April	3926	4580	4542	4953	5126	5834
May	3876	4528	4602	5048	5369	5764
June	4053	4466	4750	5198	5416	5809
September	4682	4606	4744	5220	5725	6089
October	4723	4667	4765	5307	5827	6142
November	4779	4618	4601	5379	5805	6052
December			4775	5430	5876	6206
Average	4193	4407	4591	5101	5324	5847

It is worthy of note that the reports of the minister of education show that, during the last two years the average attendance at the public schools of Hamilton was greater than that in any other place in the province.

The amount paid by the city to the public schools in 1888 was $122,517.35.

THE COLLEGIATE INSTITUTE.

So great has been the pressure of boys and girls desiring a higher education, that it was recently found necessary to very much enlarge the already commodious collegiate institute building, and now further enlargement has become imperatively necessary. During the last session there were on the roll 208 boys and 230 girls, making a total of 438. The collegiate institute is officered by a most efficient staff of teachers, whose excellent work is made manifest by the capital showing made by their pupils. The teachers are: Charles Robertson, M. A., principal and English and modern language master; R. A. Thompson, B. A., vice-principal and mathematical master; A. W. Stratton, B. A., senior classical master; J. B. Turner, science master; A. J. Brown, M. A., assistant classical master; A. Patterson, history and geography; J. T. Crawford, B. A., mathematical assistant; Mrs. M. Davidson, upper second form; Miss T. C. Bell, lower second form; W. H. Elliott, upper first; A. E. Manning, lower first; George Johnston, lower first; H. Birkenthal, Ph. D., German; James Johnson, music; Sergeant Athawes, calisthenics and drill.

SEPARATE SCHOOLS.

St. Mary's model school, J. O'Connor, principal, has about 200 pupils on the roll; St. Mary's central and St. Mary's training school, St. Patrick's, St. Lawrence and St. Vincent schools, have an attendance of about 2,000, making about 2,200 in all. The separate school board of trustees is composed of John Ronan, J. P., chairman; C. J. Bird secretary; P. Ronan, treasurer; Rev. Father Halm, superintendent; and Rev. Father Caven, Messrs. T. McSweeney, J. O'Brien, J. Zingsheim, Andrew Dillon, A. C. Best, Martin Malone, James O'Heir and Andrew Roach.

The amount paid by the city to the separate schools in 1888 was $12,000.

NIGHT SCHOOLS.

During the winter months night schools are maintained by the public school board. Good teachers are provided, and the classes are open to all. Many young men and women who have not had the advantage of education in the day schools, attend these night classes with much profit to themselves and credit to their teachers. The night schools have been so successful that they may be looked upon as being a permanent feature of the Hamilton school system.

The Charities.

FOREMOST amongst these are the National and Benevolent societies. They are, the St. George's, St. Andrew's, Caledonia and Irish Protestant. These societies seek out and relieve cases of necessity and affliction. They render good service to the community, and receive corresponding appreciation and support.

The other charitable institutions comprise a Boy's Home, a Girl's Home, a Home for Aged Women, a Home of the Friendless, an Orphan Asylum, a House of Refuge, and the St. Mary's Orphan Asylum. These have suitable commodious buildings, the outcome of private benevolence, and are sustained by voluntary contributions. The St. Mary's Asylum is in charge of Sisters of Charity, and the other homes are under the direct management of committees of ladies. The inmates of these homes are well cared for, and the children educated and instructed in the way to make for themselves a respectable living. Donations to these charities include, besides money, flour, meal, meat and vegetables. At Christmas, luxuries are not lacking. Last Christmas one home received fifty turkeys for its ninety inmates.

Hamilton possesses an hospital for the sick and injured. It was built a few years since at a cost to the city of $53,685, and can accommodate 150 patients. The pavilion style of construction was adopted, with approved methods of obtaining a copious supply of light and air. Last year 673 patients were admitted. It is sustained by the city, aided by an annual grant from the Provincial government, and by contributions from such patients as can afford to pay for maintenance. The management of the institution is under the direction of an hospital committee appointed yearly by the city council. Gratuitous attendance is rendered by the medical practitioners of the city.

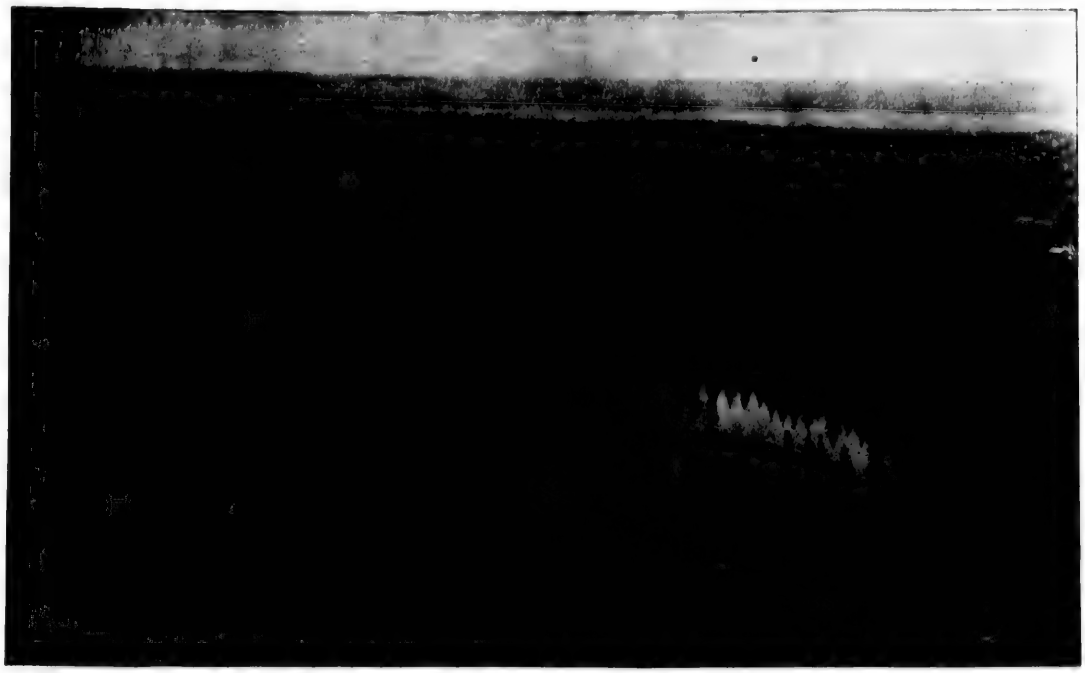
THE progress of Hamilton has been steady and satisfactory. No unnatural impulse has been given to it; no "boom" has ever driven it beyond its steady, safe pace. The growth of the population is shown in the following table:

1836	2,846	1871	26,716
1846	7,000	1876	31,708
1851	14,112	1881	35,961
1861	19,096	1889	50,000

Fifty years ago the assessed value of property in the city was less than $150,000. Now it is over $20,000,000.

A PECULIARITY of the Hamilton "mountain" is that it has but one side. Visitors who make the climb are generally startled to find a level plain, with higher land a little way back than that on the "top" of the mountain.

THE FIRE DEPARTMENT MAKING A RUN.

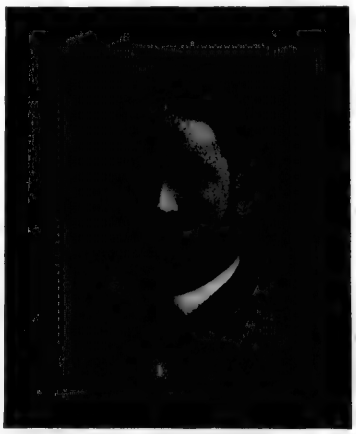


VIEW LOOKING W. STWARD — THE RESERVOIR. — CHERRAN PHOTO

The Fire Department.

If there is one institution of which Hamilton people are more proud than another it is the city's splendid fire department. Under its energetic and efficient chief engineer, Alexander W. Aitchison, the department has reached a state of effectiveness that borders on absolute perfection, and its performances in some directions have given it a continental fame. Though comparatively small, the equipment is of the very best; the men are well-trained, prompt and active, and infused with the indomitable spirit and enthusiasm of their chief, to whom they are devotedly attached. So prompt in action and so efficient has become the service of the department that in recent years there have been very few fires of any consequence in the city, because the ever-ready force sweeps down on an incipient conflagration with such speed, and goes to work upon it with such well directed energy and uniform success, that it is quite a common saying that they never allow a fire to get started here. The secret of the success of the department may be concisely given in the words of its chief: "I believe the success of the modern fire department lies solely in the fact of getting the alarm more promptly, turning out more rapidly, covering the ground quicker and getting to work faster than ever before. The modern department does no better work when it does get there, but by getting there quickly it has not so much work to do." And the Hamilton department is right in the van, amongst the very best fire departments on the continent in this respect, and the undeniable benefit of such a system may be most eloquently expressed in the fact that up to the time of writing, the fire loss of this city for 1889 has been less than $2,000. That is the reason that Hamilton is proud of its department, proud of its "lightning quick hitches," and proud of the boys and their chief as they race through the streets at breakneck speed, but with such well trained horses and skilful drivers that accidents are almost unheard of. One of the sights of the city is to see Chief Aitchison going to a fire at the head of his fire brigade, and the experience of no visitor is considered complete until he has seen the chief in his great "turn-the-corner" act, as shown in our illustration.

Previous to 1879 Hamilton had a volunteer fire department, provided with very inefficient apparatus. There were engine houses on Bay street, Victoria avenue, Walnut street, No. 2 police station, No. 3 police station and at the corner of McNab and Merrick streets, while an antiquated hook-and-ladder truck was stationed on James street where the Arcade now is. In the early days the volunteer force was provided with small hand-pumping engines, excellent of their kind, and kept in beautiful shape by their enthusiastic companies, but of little practical value in case of a big fire. Later on the city was provided with a water works system in 1859, and hose reels were substituted. In 1879 the present chief engineer was appointed from the ranks of the old brigade, and a more fortunate selection could not have been made. Chief Aitchison was a born fireman. In the early times he "ran wid de masheen" on many a night, and cheerfully went home from a fire to take his dose of punishment from an irate parent in the morning. Later on, as a youth, he carried a torch as a member of one of the companies, and while yet a young man he became distinguish by his dashing bravery and efficient work at several large fires. It is said that his fearless conduct at a disastrous fire which destroyed the Harvey warehouses in 1878 so distinguished him that Ald. McLellan, then chairman of the market, fire and police committee, had his attention directed to the young fireman, and determined to make him chief of th department, which was done in the early part of 1879. He at once proceeded to institute a radical reformation in the working of the department, but, like most reformers, encountered strenuous and powerful opposition. At that time the apparatus consisted of two hose carts, with horses, and a hook-and-ladder truck of antiquated construction, and they were all kept at the Central station. There were three paid permanent drivers and the chief, with a force of forty "call men." This system did not work to the satisfaction of the new chief. As a rule the call men would only be turning up when the paid men were getting back from a fire; so Chief Aitchison decided that a small but efficient paid department would be better than a large and poorly disciplined semi-volunteer organization. In the face of great opposition he succeeded in effecting the change, and the young chief found himself in command of a picked force of eleven paid men in 1879. From that time the success of the Hamilton fire department dates. Shortly after this the great fire occurred which destroyed the McInnes block at the corner of King and John streets, and the gallant work of the little brigade at that fire awakened the admiration of the citizens. It also awakened the authorities to the fact that the apparatus was insufficient, and improvements in that respect were instituted, and since that time each succeeding market, fire and police committee has cordially supported Chief Aitchison in his efforts to strengthen and improve the department until it now occupies a place unrivalled in Canada, and equalled by few departments among the large cities of the United States. Stations were opened at Bay street and Victoria avenue, and the fire alarm system was reorganized. The old instruments were taken out and new ones of Chief Aitchison's own design were substituted, and he has the satisfaction of knowing that they are still doing excellent service. The Hamilton department was the first in Canada to adopt the swinging harness and the sliding pole, the latter to enable the men to descend rapidly from their dormitories. Constant experiments were made with a view to securing the most prompt and expeditious response to fire alarms. The old style of reel was too cumbersome, and the chief originated the idea of the hose wagon, in which the hose is carried folded up in the bottom of the wagon instead of reeled on a drum. This idea has since been adopted by most of the leading departments on the other side. The benefit of this system consists in the fact that more men can be carried, the hose can be got out more quickly, cut off promptly when enough is out, and can be loaded up more easily and without taking the trouble to run the water out of it. If more hose is needed at a fire one man with the driver can go back and load up a wagon in a few minutes, while formerly four or five were necessary to put the hose on a reel quickly. He improved the hanging harness idea so as to make it doubly efficient, invented a new bell striker and an electrical trip for opening doors and turning the horses loose, besides an infinite number of less important things, all of which contributed to the efficiency of the department and aided in placing it in the enviable position of being able to hitch up more quickly than any fire department in the world. One of his greatest achievements was the perfecting of the hose tower for drying hose. By the system in use now, in which horse-power is utilized, the men can elevate as much hose in 18 minutes as would have taken them three hours to do under the old system. The fire alarm system has been divided into circuits to facilitate the locating of breaks, grounds or crossings, and the utility of this was seen on last Dominion day when a dangerous electric storm shattered a score of poles and crippled the entire system. Within three hours every difficulty had been located and removed. There is at present being constructed in Toronto, under the supervision of the chief, a combined chemical engine and hose wagon that promises to eclipse in efficiency other apparatus of that character in being able to cope immediately on arriving at a fire either with an incipient or serious conflagration. The new machine is being built from designs supplied by Chief Aitchison. The chemical engine which has been in use in the depart-



CHIEF AITCHISON.

JAMES STREET LOOKING SOUTH FROM VINE

ment for the past two years has proved itself a treasure. Attached to a team of swift horses, and manned by a picked company of men, under Foreman George Lowe, the chemical has squelched fully ninety per cent. of the fires since it went into commission.

The department as at present constituted is composed of a chief and thirty-three officers and men, as follows:

A. W. Aitchison, chief engineer and superintendent of fire alarm telegraph; Thomas Wilson, sub foreman; A. B. TenEyck, sub foreman.

Engine company No. 1 Engineer James A. Omand, driver David Ross.

Hose company No. 3, Hughson street Foreman Alfred Rouse, driver Hilliarde Walshe; firemen, Wm. Vint, John Wood and Maurice Connell.

Hook and ladder company No. 2 Foreman Robert Wilson, driver Henry Hunting; laddermen, A. T. James, John Mahoney, George Ward, Andrew Boyd, George Dunnett.

Hose company No. 1, Victoria avenue Foreman S. G. Brewster, driver George Forbes; firemen, H. K. Fell, John Martin and Archie Cameron.

Hose company No. 2, Bay street south Foreman W. T. James, driver Chas. Harper; firemen, Theodore Smith, Fred. Dauberville and R. Berryman.

Chemical company No. 1, King William street Foreman George Lowe, driver Thomas Canary; hosemen, Jos. Farrell, Jeremiah Thomas and Archibald McIntyre.

Chief's driver David Lowe.

A handsome new station has been erected on John street north, and will be opened in a short time.

In addition to the apparatus used by the above companies, the department possesses a Merryweather telescopic fire escape. Since its organization not a member of the Hamilton department has been killed or permanently disabled while in the discharge of his duty. The comfort of the men is well looked after and the city provides for them handsomely in the matter of clothing and quarters. They, in turn, show their appreciation of it by decorating and beautifying their quarters, and the housework of the department renders the different stations models of neatness. A more active, intelligent and efficient lot of men are not to be found in any department, and to their cheerful co-operation and able support Chief Aitchison attributes in no small degree the success of the organization.

The quick hitching of the various companies is one of the most interesting features of the department. Everything has been brought to such a state of perfection, as far as time saving is concerned, that the hitching operation is simply a marvel of celerity. On Aug. 12, 1885, in presence of Lord Lansdowne, late Governor General of Canada, at the King William street station, the gong was sounded with the horses tied in their stalls, and a stop watch held by his excellency registered 6 3-5 seconds as the hose wagon cleared the doors. The hitch-up without driving out has been accomplished by the Victoria avenue company in one second and a half. At a special trial, made for record in this Carnival number, on July 11, at which W. R. Davis, jeweller, held the stop watch, the best previous record of the department was broken. The chemical engine company hitched up and drove out on the street in 6 seconds, and a hitch-up was accomplished in 14 seconds. In the first record the time was taken from the tap of the gong, at which the horses were turned loose, the stall doors opened, the horses rushed into their places, were harnessed, a driver jumped on the box, and the hind wheels of the engine cleared the threshold of the door in six seconds, beating, it is believed, the world's record. The chemical engine was subsequently weighed and the certificate showed 5,775 pounds. On the evening of the same day, after midnight, Chief Aitchison allowed a SPECTATOR reporter to pull any box he liked in the city, three gentlemen to hold stop watches, to see how fast the men responded. The department had not the least previous notice. Box 15, corner of James and Gore streets, was chosen, and taking the time from the bell, the different pieces of apparatus arrived in this time and order: Hose wagon No. 3, Hughson street, fifty-two seconds; chemical engine, King William street, one minute and four seconds; hook and ladder truck, Hughson street, one minute, fifty-nine seconds; steamer, Hughson street, two minutes, fifty-three seconds; hose wagon No. 2, Bay street, three minutes and six seconds; hose wagon No. 1, Victoria avenue, three minutes, thirty-three seconds. The alarm box is three blocks from the nearest station and a mile from Victoria avenue.

A notice of the Hamilton fire department would not be complete without a short history of the large and enthusiastic volunteer department that did such good work for many years. Joseph Hoodless, furniture manufacturer, is one of the oldest surviving members of that organization, to which many of Hamilton's most respected and solid citizens belonged in their young days. When he came to Hamilton in 1850, the department consisted of three old-fashioned hand engines and a hose truck, and the brigade numbered 120 men. Later on two engines and a hose company were added, and the membership increased to 400. Great stories are told of the rivalry that existed among the various companies and the zeal with which they used to fare it to fires with the "mashees." The social feature of the department was cultivated in those days, and the stations were sort of clubs at which the members congregated. A number of the members slept in each house, and every evening forty or fifty of the boys would congregate there to be on the alert for fires, and they spent the evening in a very enjoyable social way. The council in those days granted the department $1,000 a year, which was divided up quarterly by Edward Mitchell, who acted as secretary treasurer. The hose company was composed of the gilded youth of the city. John Eastwood was the captain for many years. But, notwithstanding their dudeishness and the fact that they turned out on parades with white straw hats, blue shirts, black broadcloth pants and shiny white leather belts, their comrades bear witness to their hardihood and bravery, and call to mind many a midnight fire at which the hose boys turned up in white kid gloves, dress coats and buttonhole bouquets fresh from the ball room and worked with the best of them. Many the story of brave deeds and humorous incidents can be gained from citizens who are old now, but whose eyes still flash as they recount the achievements of the amateur fire laddies of long ago. How, at a fire in Fisher & McQuesten's foundry, on the site of the present Royal hotel, two adventurous firemen, Lawrence Powers and William Woods, were killed, and Wm. Omand, still living, was severely hurt. How, at the burning of Dixon & Swabe's extensive dock warehouse, the boys filled the engine boxes up with champagne and dumped cases in the bay, with weights on them, for future reference. How Charles Hurton, the present caretaker of the city hall, while at work on a burning building on the corner of Cathcart and King streets, was thrown off the roof and lamed for life. Or about the great test between the hydrants and the old pumping engines in 1859, that forever relegated those old machines to the storehouse. A parade of the fire department in those days was a great event. The engines were superbly decorated, and on the top of the biggest engine rode little Jimmie Stevens, still well known to many of the citizens. But an evil day came upon the department. The boys got so efficient that the citizens and insurance companies began giving them presents of money, and in addition to this, it was the rule that the first company at a fire got five dollars. At last the rivalry became so keen that members of the department used to go out to fire some rookery, while their company would creep out several blocks from their engine house, waiting to be off at the first tap of the fire bell. Constable Peter Ferris caught two members of the department while engaged in a delicate incendiary duty on King street west, near the old Florence block, and one of them got three years in the penetentiary. Another was also arrested and several suspected members discharged, and thus the firebug trade was ruined. Mr. Hoodless informed the writer that one well-known member of the department subsequently admitted, before he died, that he had set 28 of these fires. Of course the buildings were old, and the boys didn't think it a very great sin under the circumstances. The chiefs in the old brigade were elected by an executive committee composed of company officers, subject to ratification by the council. The following is a complete list of the chiefs who held

KING STREET LOOKING WEST.

office, many of whom are yet alive: J. C. Kerr, now dead; Thomas Gray, better known as "Dodger" Gray, now a resident of Toronto; Samuel Sawyer, deceased; Benjamin Hart, James McCabe and Hugh Boyd, deceased; M. W. Attwood, jeweller; Wm. Inkson, deceased; John McKenna and James Amor. The brigade numbered many among its members who have since become leading citizens. Of course anything like an accurate list is impossible, but the following were mentioned: James Matthews, Isaiah Beer, Joseph Faulkner, Joseph Gates, James Hamilton, Harry Sweetman, Henry Harding, Robert Duncan, Richard Dowling (Harriston), James Taylor, Wm. Allen, John Eastwood, William Wooley, Joseph Hoodless, E. Mitchell, M. W. Attwood, Owen Nowlan, A. McKay, M. P., F. Dodson, George Magill, Charles Smith, Charles Hurton, R. Dow, James Reid.

Hon. Harcourt Bull, H. C. Baker, and other leading citizens, now deceased, were members of the department. On the whole, the "boys of the old brigade" were worthy precursors of the splendid department which now protects the property of Hamilton.

IN GORE PARK.

The Thirteenth Battalion.

IN DECEMBER, 1862, the Thirteenth battalion was organized, and consisted then of seven companies. Of these No. 1 and No. 2 had been for some years in existence as volunteer rifle companies, and No. 3 as a Highland company. A new company, No. 8, was added on December 19 of the same year, and on Jan. 9, 1863, No. 9 company was added. This was the largest number of companies there has been in the regiment. On July 10, 1863, No. 8 was removed from the list; on Nov. 10, 1865, No. 7 was removed, and on Dec. 15 No. 3 was removed and No. 9 substituted for it, leaving a battalion of six companies. On May 23, 1867, the Dundas and Waterdown companies were and remained a part of the regiment till the formation of the Seventy-seventh (County of Wentworth) battalion, when they became the nucleus of the new regiment. On April 24, 1885, two new companies were added to the regiment during the northwest rebellion, when it became probable that the battalion would be ordered for active service. The first commanding officer was Lieut.-Col. the Hon. Isaac Buchanan, who was gazetted on Nov. 28, 1862, and remained in command until Dec. 30, 1864. He was succeeded by Lieut.-Col. Alfred Booker on Jan. 27, 1865, (who also held the rank of commandant of the garrison of Hamilton from April 23, 1857, to June 14, 1867) who retired from the command of the regiment on Aug. 10, 1866, when Lieut.-Col. James Acheson Skinner was appointed, and retained the command for over twenty years, resigning on Aug. 27, 1886. Lieut.-Col. J. M. Gibson, M. P. P., the present commander, was then appointed. Lieut.-Col. the Hon. J. M. Gibson was brevetted a lieutenant-colonel on Oct. 26, 1876, and is one of the senior officers of this district. The following is the present list of officers in the battalion: Lieut.-Col. the Hon. J. M. Gibson, M. P. P.; Major Alex. H. Moore; Major Henry McLaren; Captain and Brevet Major P. B. Barnard, B company; Captain James Adam, musketry instructor, F company; Captain John Stoneman, A company; Captain W. G. Reid, E. company; Captain E. G. Zealand, C company; Captain E. E. W. Moore, H company; Captain S. C. Mewburn, G company; Captain F. B. Ross, D company. Lieutenants W. O. Tidswell, J. W. Bowman, Percy Domville, A. E. Carpenter, W. W. Osborne. Second Lieutenants, A. Pain, H. B. Witton, jr., Thomas Hobson, G. D. Fearman, J. D. Laidlaw, J. H. Herring, C. A. Powis, W. H. Bruce, J. G. Margetts, R. H. Labatt. Hon. Major Chas. Armstrong, paymaster. Captain J. J. Stuart, adjutant; Hon. Major J. J. Mason, quartermaster; Surgeon, H. S. Griffin, M. D.; Assistant Surgeon, A. B. Osborne, M. D.

As before mentioned, the regiment is at present composed of eight companies, with a total strength, when full, of 32 officers and 336 men. For a number of years past it has not gone into camp, annual drill being performed at night in the handsome brick armory on James street north. The officers and men of the battalion have always taken a foremost place in rifle shooting, and nearly every season are represented on the Wimbledon team. Captain James Adam is one of the most efficient musketry instructors in the province, and acts in that capacity at the brigade camps of this district. During the past year special attention has been paid to this essential accomplishment of a soldier, and rifle associations have been formed in connection with nearly all the companies, and the members go out to the ranges once a week.

In 1863, shortly after the formation of the battalion, a large wooden drill hall was built at a cost of $4,000, raised by subscription. Substantial brick armories were added about 1874. On May 23, 1886, the drill hall took fire and was almost entirely consumed, together with most of the arms and equipments of the battalion, the regimental and Queen's colors, however, being saved. An exceedingly substantial, handsome and commodious structure of brick was erected by the government two years ago. It cost in all about $65,000, and is 260 x 105 feet, fitted with armories, band room, officers' room, etc., and is heated by steam throughout. The parade is blocked with cedar and is 200 x 80 feet. The acoustic properties of the place are excellent, and the officers are very generous in allowing it to be used for concert purposes occasionally, when it seats comfortably 3,000 people.

The motto of the regiment is Semper Paratus—Always Ready—and the motto itly expresses the condition of the Thirteenth at all times. The destruction of the drill hall and accoutrements three years ago was a great misfortune to the command, and it was only by the hard and faithful work of the officers that the integrity of the organization was preserved during the year or more when the corps had not proper uniform and accoutrements and no place for battalion drill but the street. But that is all past now, and only the excellent esprit du corps sustained the officers and men in the trial. Now, with a full complement of good officers and an excellent equipment, the battalion will soon resume its place among the most efficient volunteer regiments of the Dominion.

The splendid band of the regiment, which is mentioned at greater length in another column, is one of the best military bands on the continent.

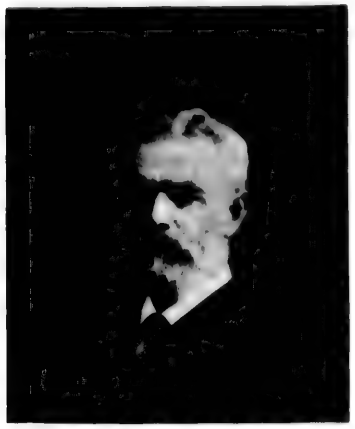
THE census returns of 1881 give the following figures as the numerical standing of the various religious denominations at that time:

Church of England	9,605
Methodists	8,317
Presbyterians	7,879
Roman Catholics	7,134
Baptists	1,066
Lutherans	618
Congregationalists	472
Not designated	339
Jews	177
Brethren	175
Disciples	98
Reformed Episcopal	31
Unitarians	21
Protestants	20
Universalists	5
Quakers	4

With the increase of population the proportions remain about the same.

CENTRAL SCHOOL.

HAMILTON'S FIRST CHURCH.



Hon. Donald McInnes, Senator.

Our Public Men.

HAMILTON is happily fixed in the matter of public men. She is represented in the councils of the nation, and in her own council by a set of brainy men who devote a great deal of time and energy to her interests. There are not less than three Dominion senators who make Hamilton their home.

Senator Donald McInnes has long been connected with Hamilton's mercantile business, and although his business now lies mainly outside the city, he finds that Canada affords no place like Hamilton for residence purposes, and he continues to be a resident of the ambitious city.

Senator James Turner is the senior partner in a big wholesale grocery business. He is a shrewd and upright business man and a most popular citizen. His beautiful residence, Highfield, frequently shelters Hamilton's most honored guests, and many are the great men who have there learned that hospitality is a popular virtue in this city.

Senator William E. Sanford is at the head of the great clothing manufactory of the W. E. Sanford manufacturing company. He is full of push and enterprise, and is one of Hamilton's most valued citizens. His beautiful grounds and residence are not kept for himself alone. He is a capital host and a hospitable entertainer, and his purse is ever open when the interests of his city make demand upon it.

Adam Brown, M. P., is the senior partner in an extensive wholesale grocery establishment. He is always ready to do a good turn for others, makes a capital speech, does a great deal of work for the benefit of his fellow citizens, and is tireless in his efforts to forward the interests of Hamilton or to help along any deserving scheme. He is portly and popular, and does his city credit wherever he goes.

Alexander McKay, M. P., was for many years connected with the grain business in this city. He is a shrewd business man, and looks well after the business confided to him by his constituents. He does not talk much, but does a very great deal of quiet work for the benefit of Hamilton. He is deservedly popular, and takes second place to no man in the matter of well directed endeavor to build up the ambitious city.

Adam Brown, M. P.

Hon. J. M. Gibson, Provincial secretary, is a lawyer. He is commanding officer of the Thirteenth battalion. He is a good talker, a hard worker, and a popular citizen. He does Hamilton credit in the Ontario legislature, in which body he is the peer of the best. He is an ardent military man, and has spent much time and labor in keeping his battalion in a condition of efficiency.

THE CITY COUNCIL.

A glance at the group of portraits of the alderman will show the reader that Hamilton's council is composed of no ordinary timber. Every class is represented, and worthily represented, and the fact that Hamilton goes on prospering from year to year, without the scandals, and steals, and crooked transactions that unfortunately characterize the municipal governments of other cities, proves that Hamilton's civic representatives are as honest as they are able and as upright as they are handsome. That they are enterprising as well as honest may be inferred from the fact that they voted a considerable sum of money to the fund for the great summer Carnival. The members of the council are:

William Doran, mayor.

Ward 1—Aldermen Thomas Brick, W. J. McDonald and William S. Morgan.

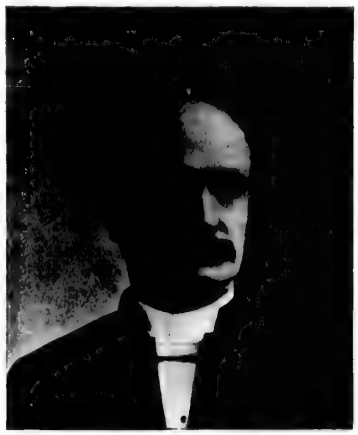
Ward 2—Aldermen Robert Griffith, Robert Cruickshank and William Lees, jr.

Ward 3—Aldermen J. J. Mason, C. L. Thomas and Albert Pain.

Ward 4—Aldermen W. J. Morden, T. J. Dixon and W. H. Judd.

Ward 5—Aldermen T. H. Stinson, David McLellan and Richard Williamson.

Ward 6—Aldermen Alexander H. Moore, John Carruthers and Daniel McBride.



Hon. W. E. Sanford, Senator.

Ward 7—Aldermen John Kenrick, James Dixon and John Patterson.

Following is a list of the gentlemen who have sat in the mayor's chair, and the date of their services:

Colin C. Ferrie	1847	Hutchinson Clark	1868
George S. Tiffany	1848	James E. O'Reilly	1869
W. L. Distion	1849	George Murison	1870
John Fisher	1850	D. B. Chisholm	1871
John R. Holden	1851	D. B. Chisholm	1872
Nehemiah Ford	1852	Benj. E. Charlton	1873
W. G. Kerr	1853	Benj. E. Charlton	1874
Jas. Cummings, 3 mos.	1854	George Roach	1875
Charles Magill, 9 mos.	1854	George Roach	1876
Charles Magill	1855	F. E. Kilvert	1877
James Cummings	1856	F. E. Kilvert	1878
John F. Moore	1857	James E. O'Reilly	1879
George H. Mills	1858	James E. O'Reilly	1880
Henry McKinstry	1859	James E. O'Reilly	1881
Henry McKinstry	1860	Charles Magill	1882
Henry McKinstry	1861	Charles Magill	1883
Robert McElroy	1862	J. J. Mason	1884
Robert McElroy	1863	J. J. Mason	1885
Robert McElroy	1864	Alexander McKay	1886
Charles Magill	1865	Alexander McKay	1887
Charles Magill	1866	William Doran	1888
Benj. E. Charlton	1867	William Doran	1889

The city officers not mentioned elsewhere in this paper are these:

City Clerk's office—Thomas Beasley, city clerk; Sam H. Kent, assistant city clerk; Herbert Barr, clerk.

Collector's office—James Cummings, collector; Donald Dawson, Andrew T. Neil, Robert V. Matthews, and G. H. Hopkin, assistant collectors.

Treasurer's office—Alexander Stuart, sr., treasurer; Alexander Stuart, jr., assistant treasurer.

Assessor's office—Peter Balfour, supervisor; John Byrne, William Sharp, Joseph Kent, J. B. Nelligan, Lucian Hills, William Turnbull and R. Ellicott, assessors.

Board of Health—Isaac Ryall, M. D., medical officer; William S. Nixon, James Ford, John Peacock, and Archibald McKillop, inspectors.

Hon. James Turner, Senator.

GOVERNMENT OFFICIALS.

The license commissioners are John W. Murton, John Proctor and Nelson Humphrey; John I. Mackenzie, inspector.

In the postoffice may be found H. N. Case, postmaster; H. Colbeck, deputy postmaster, and these clerks: H. A. Eager, T. Burns, G. H. Bull, George Ross, A. C. Crisp, J. S. Matthews, E. H. Dunnett, B. F. Barber, W. R. Ecclestone, P. J. O'Donnell, R. M. Fitzgerald, W. Flynn, D. D. Campbell, W. L. Waterman, H. F. Hill, J. A. Webber, H. E. Filgiano, C. Judd, O. Beatty, jr., J. R. Morden, J. E. B. McKay, J. O. McCulloch, A. J. Herron, W. P. M. Cawley, A. S. Miller, J. H. C. Dempsey, G. Smith, J. M. L. Cussack.

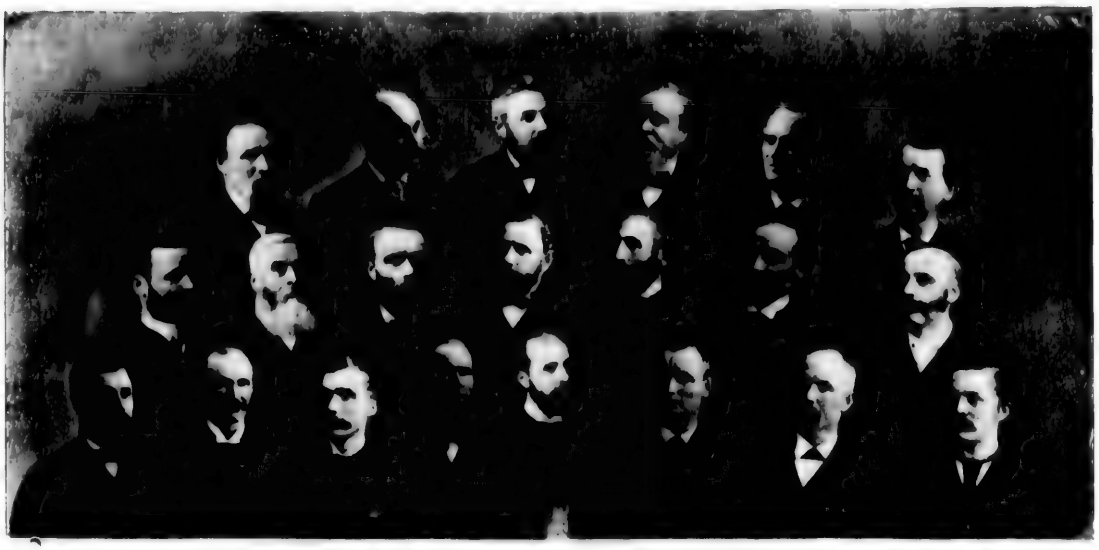
The letter carriers, a smart, intelligent and obliging body of men, are John Murphy, supt.; J. H. Fearnside, asst. supt.; J. Gore, T. B. S. Austin, W. G. Flooks, H. M. Coates, C. W. W. Fielding, Joseph Wilson, J. Gardiner, R. Stratton, W. Angus, W. Rennie, C. Austey, D. C. Dowrie, W. Dawe, W. H. James, E. Frank, J. W. Worth, Geo. Springate, M. Dawson, E. Sevier, W. A. Mundy, W. Strongman, W. Lawrence, J. Charters, J. Phillips, Geo. Hanlon, J. R. Thomas, R. M. McDonald, W. Nunn, W. McFarland, A. Thomas.

Her Majesty's customs affairs are attended to by F. E. Kilvert, collector; A. I. Mackenzie, surveyor; R. L. Whyte, chief clerk; John Thompson, appraiser; H. W. Woodward, Hugh Murray, John Cape, S. W. Townsend, D. B. Galbreaith, A. Alexander, Robt. H. Park, John Latham, John McKenna, clerks; H. A. Dixon, chief landing waiter; John McKinty, A. Wingfield, John Burns, Wm. Anderson, landing waiters; James Halerow, locker; Henry Grey, asst. locker; Shepherd Cleary, searcher and packer.

The inland revenue is carefully looked after by W. F. Miller, collector; S. F. Ross, deputy collector; S. Grey, W. P. Crawford, A. Egener, Alex. Macpherson, G. N. Hobbs, W. G. Mackay, J. Logan, Wm. Amor, J. F. O'Brien, W. A. D. Baby, Wm. Donaghy, J. J. Courtney, R. W. Dumbrille, Robt. Irwin, excise officers.

In the weights and measures department are T. H. Mackenzie, inspector; Wm. McDonnell, John McDonald, Chas. E. S. Black, Thos. Beatty, Alex. Marintette, Robt. Magness, assistant inspector, and Donald McPhie is the gas inspector.

Alex. McKay, M. P.



CITY COUNCIL.

ALD. KENRICK. ALD. MOORE. ALD. MCLELLAN. ALD. THOMAS. ALD. MASON. ALD. CRUICKSHANK.
ALD. J. DIXON. ALD. CARRUTHERS. ALD. JUDD. ALD. MORDEN. ALD. MORGAN. ALD. PAIN. ALD. GRIFFITH.
ALD. WILLIAMSON. ALD. MCBRIDE. ALD. MCDONALD. ALD. PATTERSON. ALD. STINSON. ALD. T. DIXON. ALD. BRUCE. ALD. LEES.

Merchants' Convention.

WHILE Hamilton puts forth every effort during carnival week to please and amuse her thousands of visitors, the week is not to be entirely devoted to fizz and bang, procession and music, racing and sailing, military parade and society gorgeousness, fireworks and flags. There will be plenty of these, and they will be abundantly enjoyable.

But the great feature of the carnival week will be the merchants' convention—a meeting of vast importance not only to the business men of the country, but to every man and woman who buys goods and pays his or her proportion of the retail merchant's loss by bad debts.

G. E. Bristol, of the wholesale grocery firm of Lucas, Park & Co., and John Knox, of the wholesale dry goods firm of Knox, Morgan & Co., are the promoters of the merchants' convention, and it is mainly to the tireless efforts of these gentlemen that the convention has been called. Messrs. Knox and Bristol are keen, wide-awake, shrewd business men. They were much impressed with the desirability of abolishing, or at the very least, reducing to minimum the losses sustained by the mercantile community by the improper disposal of bankrupt stocks by the loose manner in which compromises have been made between creditors and insolvent debtors; and by the carrying on the part of dealers of insufficient assurance. In the invitations sent broadcast throughout the country the principal items for discussion at the convention are thus set down:

(1.) In relation to bankrupt stock the best means for

WM. DOBAN, MAYOR.

their disposal so as to cause the least injury and annoyance to others in a similar branch of business in same locality.

(2.) Unjust compromises.

(3.) Insurance.

Every dealer knows the evil influence of the usual manner of disposing of bankrupt stocks, and all will admit the desirability of making some regulation whereby the fraud upon the consumer and the injustice to the merchant, entailed by the current mode of disposing of these stocks, can be obviated.

For years the matter of unjust compromises has been a standing reproach to the country, a source of heavy loss to the wholesaler, an injustice to the honest retailer, and a source of loss to all. So glaring has been the injustice—even fraud—of these transactions that the question, "How much did he make out of his failure?" has come to be the regular thing. It is clear to everybody that the wholesale merchant must protect himself against the loss sustained by dishonest customers who fail to win, or by incompetent retailers who should never have been in business, and should not be encouraged to remain in business, and he must add a percentage to his margin for this very purpose. Thus the wholesale merchant's loss becomes the retail merchant's loss, and he, in time, shoves the burden upon the shoulders of his customers. It is difficult for the honest and capable retail merchant, who pays one hundred cents on the dollar, to compete with the fraudulent or incapable retailer who pays 50 or 10 cents on the dollar for his goods, and is encouraged by his creditors to remain in business and perhaps repeat the operation once a year. The retail merchants will be able to see the injustice of this phase of the question at a glance, and the consumer, who must, in the end, pay the losses of both wholesaler and retailer, ought to be protected. If he be not required to pay for the losses of the merchant, he will have more money to buy goods, and the merchant will reap a greater legitimate profit by reason of the expansion of his sales.

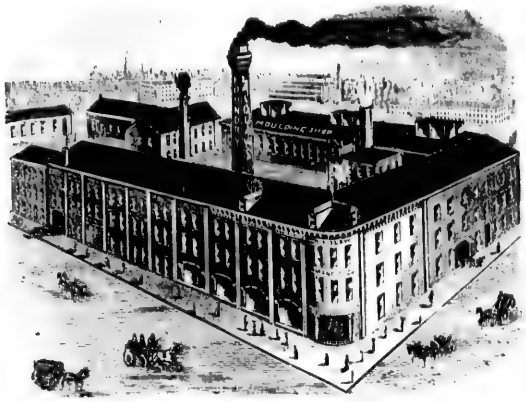
The matter of insurance is an important one. In these days the merchant who owes money on his goods and neglects or refuses to insure his premises and stock, is taking chances that no thoroughly competent, and perfectly honest man would take. If his premises be burned his creditors' security is gone, and the list of losses is increased. Insurance costs but a trifle, and a resolution to sell goods to no man who does not carry ample insurance would result in the saving of a vast deal of money that is now lost.

Then, there is the matter of bad debts on the books of the retail merchant. There is in every community some dead beats whose habit it is to live off their neighbors. These get credit at the retail merchants, and run up as big a bill as possible. When the alarmed merchant closes down upon them they transfer their patronage to another shop, and the bad work goes on. With joint action and good organization this class of losses could be almost entirely abolished. Whenever a customer is found to be unwilling or unable to pay, his name should be immediately communicated to all persons in trade. In this way the merchant would soon be able to know whom to trust and whom to refuse. There unfortunately exists in almost all communities petty jealousies between retail dealers in the same branch of trade, and they refuse to help each other. It is proposed to enable these dealers to see that their petty jealousy results in loss to themselves as well as to their competitors, and induce them to organize for mutual protection.

Many other subjects in which traders are interested will come before the convention.

HON. J. M. GIBSON, PROVINCIAL SECRETARY.

J. M. WILLIAMS, EX M. P. P.



LAIDLAW'S FOUNDRY

THE LAIDLAW MANUFACTURING CO

THIS firm has established its works at 84, 86, 88, 90 Mary street, and has one of the finest show rooms in the city. The company manufactures stoves, ranges, enamelled ware, hot air furnaces and castings of every description. The business was first instituted by W. & J. Turnbull over thirty years ago. In 1869 Mr. Laidlaw was taken into the business under the firm name of Turnbull & Co. Five years later Mr. Laidlaw assumed control of the business and the present firm name was adopted. The company has been very successful in their business, and their line of stoves and ranges "the Peninsular" is one which has attained an enviable reputation all over the American continent. The Boynton and Peninsular hot air furnaces are also manufactured by this company, and have attained a high position among the trade throughout the Dominion. Two new lines have been added to their list of manufactures within the past year or two. One of them "the Union hot water and steam radiator" has had a remarkable sale, and being a standard article, the prospects for its continued popularity are excellent. The other new line is that of brick and tile machinery and brickmakers' supplies. The Henry Martin brick machine, made by this firm, is acknowledged the best machine made, and in its manufacture at this foundry it loses none of its excellencies. Newell's pulverizer, Raymond's perfection re-press, Leader brick and tile machine, and the Victoria semi-dry press machine, are also included in this line, besides all other necessary machinery in the brick making line.

HAMILTON LADIES' COLLEGE.

ALL over the Dominion of Canada and in many parts of the United States, graduates of the Hamilton Ladies' College are living evidence of the excellence of this institution for the higher education of young women. The premises are very large and well situated. The college will open on September 4, with conservatory of music added. Many new features will be introduced from the best institutions of Europe, among them weekly recitals. Preparations are being made for organ and violin, indeed for every feature of conservatory work, and the concert hall of the college is to be brought into requisition more frequently than in the past. Plans are being laid for the still greater efficiency of the art department, and it is expected to be more prosperous than ever this year. The new catalogue shows marked progress in the literary department. No better work is done in the Dominion than in the Hamilton ladies' college.

The board at a recent meeting added to the faculty two names that will be a great accession to the college and the musical ranks of the city. Mr. Clarence Lucas, who has for several years been studying in Montreal, Paris, Rome, Florence and London, and for the past year teaching in the Toronto college of music under Mr. Torrington, has been elected director of the conservatory. Madame Asher Lucas, pupil of Clara Schumann and Marmontel, of the Paris conservatory, of the London philharmonic and Crystal palace, and Chickering hall concerts, will be the resident solo pianiste. Negotiations are pending with other eminent artists until the staff is completed. Mr. Lucas comes highly endorsed by Mr. Torrington and other leading musicians of Toronto. His musical compositions are well known to the profession, and he is considered one of the most promising musicians yet produced in Canada. Indeed, he is the only musician who has given in Canada a concert of his own compositions entirely. Madame Asher Lucas is a phenomenal pianist. She has played before the Emperor and Empress of Germany, the King of Greece, the Royal family of England, and the most critical audiences in England and and France. She is without doubt the most brilliant pianist in the country. The college is to be congratulated on these accessions.

Dr. Burns is receiving orders for rooms daily, and is preparing to accommodate a large increase of pupils this year. Great improvements have taken place during this vacation.

THE big guns in the Crystal Palace grounds once thundered from the walls of Sebastopol, and hurled enormous globes of iron at the British troops in the trenches. On the fall of the great Russian stronghold these big guns were shipped to Hamilton and presented to the city.

THE CANADA LIFE.

HAMILTON is headquarters for the Canada Life Assurance Company, the leading life company of the Dominion, and second to none in the world in good management, progress and solidity. The company was established forty-one years ago. The last annual report showed that during the year 1887-8 there were added to the business 2,257 new policies, aggregating $4,781,075, making the total assurance in force amount to $43,975,251, under 22,207 policies upon 16,920 lives. The assets amounted to $8,954,063.84 and the liabilities $8,345,583.42. The company's head office at Hamilton is one of the local lions, and the building is much admired by all visitors, and the Toronto offices, now in course of construction, will be the handsomest building in that city. The Canada Life is a whale among the minnows of assurance; its standing is altogether beyond question, and while it does well by its shareholders, by reason of its huge volume of business, it affords its clients the best and safest life assurance on the most approved plans.

To show how they do things in Hamilton, take the case of the new city hall. The stone in that handsome, solid structure came from New Brunswick. The first stone in the foundation was laid April 22nd, 1888. Owing to failure in the stone supply work was suspended from the middle of June until the latter part of July. The corner stone was laid July 19th, 1888, the north-east corner only of the building being up to the base at that time. About August 1st active operations commenced on the walling above the ground level, and continued until December 1st, when the astonishing record was hung out

HAMILTON LADIES' COLLEGE.

announcing that the building had been put up from ground to roof since August 1st. Seventeen days afterwards the roof boarding was completed and ready for slater and tinsmith. M. A. Pigott, the contractor, who accomplished this astonishing result, claims that it beats the record that no other architectural stone building has ever been built so rapidly in this country. The rapid work was done without accident or injury of any kind. The building is now nearing completion, and in about five weeks from the date of the carnival will be ready for occupation.

THE Hamilton and Dundas railway is one of the institutions of the city. Visitors may make the round trip for a quarter, and enjoy a most pleasant ride in open cars through the beautiful Dundas valley. The little dummy engines pull big trains at a rapid rate, and a ride on the dummy train is a pleasant experience.

Ainslie park and Cline's jubilee park are both on the line of this road, and the charming town of Dundas (the Valley city), hid among the hills, is worth seeing. The Hamilton and Dundas road runs forty trains a day and finds plenty of business for them all.

D. MORTON & SONS.

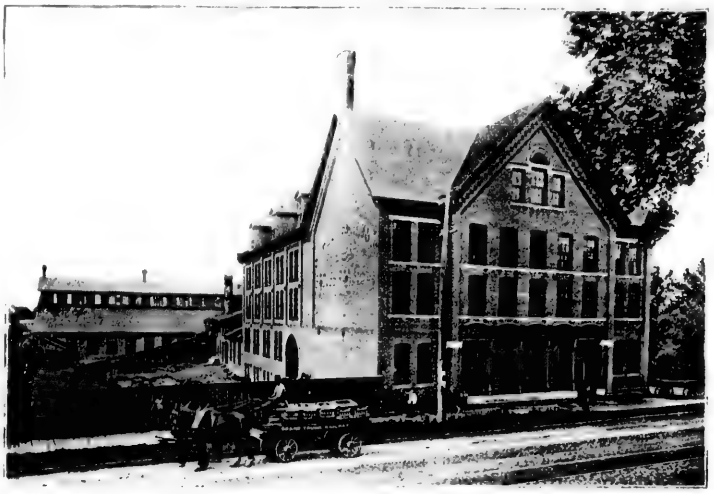
ON Emerald street, a little south of King, the large works of this firm are to be found. In 1859 David Morton, sr., commenced the business of soap making, and as time passed trade increased rapidly. Every housewife in the Dominion will speak highly of this firm's Victor brand, and the N. P., though a later production, has rapidly gained favor throughout all the provinces. This firm also manufactures the Grand and a dozen brands of laundry soaps. The manufacture of fine soaps has been lately pushed, and Morton's toilet soaps have captured nearly the whole trade of the Dominion. The business of this firm extends from Halifax to Vancouver. To meet the demands of increasing trade the factory has been enlarged several times, and is to-day one of largest and handsomest soap factories in the city. The firm consists of four members—David, sr., John, Robert, and David, jr.

MORTON'S SOAP FACTORY.

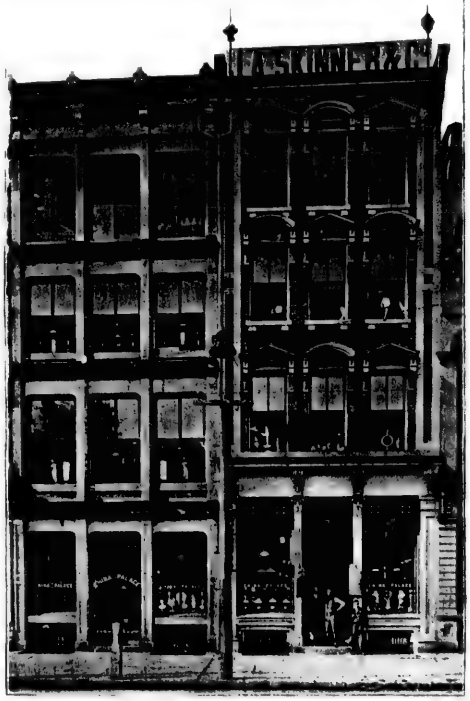
BOWES, JAMIESON & CO.

AMONG the many enterprises in Hamilton for the manufacture of stoves and ranges, the enterprising and successful firm of Bowes, Jamieson & Co. is, for class and quality of work turned out, second to none in the city. The business was first instituted in 1878, under the firm name of Bowes, Laidlaw & Co. In 1884 Mr. Laidlaw's name was dropped and the firm name became Bowes, Jamieson & Co. The foundry and works are acknowledged to be fitted up for the business in a style superior to any works of a similar class in the Dominion. Situated on King street east, at the corner of Tisdale, the works are easily reached by the G. T. R. and King street east cars, and merchants when in the city during the carnival week, will do well to drop in and see them.

Among the various lines of stoves and ranges turned out by them, the Art Garland might be particularly mentioned. This line has "taken" all over the country, and the firm challenge competition, both in style and working qualities. The Art Garland range is without doubt the most handsome range in the Canadian market, and in it are combined every improvement and selling feature known to modern stove construction, besides many special and exclusive features not to be found in any other line of goods. The round firepot and flat anti-clinker grate make it a range suitable for all classes. The Art Garland Base Burner, of the same line, is a magnificent stove. While no pains are spared by the manufacturers to make this stove the most handsome in appearance, the "working" features have not been at all slighted, and it is to-day the base burner par excellence of the Canadian market.



BOWES, JAMIESON & CO'S FOUNDRY.



CHINA PALACE JAMES A. SKINNER & CO.

THE HAMILTON COTTON COMPANY.

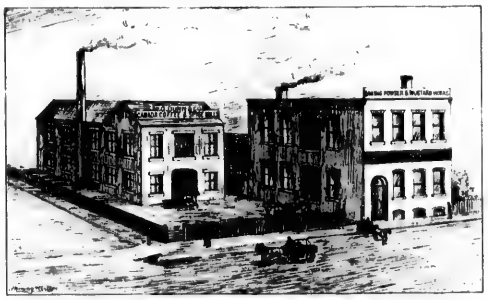
THE Hamilton Coton Co. was established in 1880, the owners being Messrs. R. A. Lucas and James M. Young. The trade inaugurated by this company has steadily increased, until now it extends from the Atlantic to the Pacific slope. The mills are substantial brick structures, having a frontage on Mary street of 250 feet, with various other buildings situated at the back of the main mill. The power is furnished by an engine of 200 horse power, and 200 people find steady employment in manufacturing the various lines of goods produced by the mills. With regard to the goods turned out they embrace cottonades, denims, beam warps, carpet warps, single yarn, hosiery yarns, ball knitting cotton, cop yarns, twines of white and fancy colors, lamp wicks, boot web, skirt tape, belt web and stove wicks. A specialty is made of hosiery yarns. This mill has obtained throughout the entire country an enviable reputation for the quality of their various products, having also in their possession a number of medals obtained at various exhibitions. Excellent management, combined with a thorough knowledge of the fabrics and their manufacture has produced these results. This company represents one of the leading industries of the city, and has contributed very materially in giving to Hamilton its significance as the principal manufacturing centre of the Dominion.

JAS. A. SKINNER & CO.

AWAY back in 1850 this firm commenced business, and the growth of their business has kept pace with that of the Dominion. The firm deals in crockery, glassware, china goods, cutlery, plated ware, lamp goods and fancy ware, and is to-day the leading house in the whole of Canada. Recognizing the fact that to make a business a continued success it is necessary to keep up with the advancing age, the firm has always carried a full and complete stock of the latest and most improved articles in the different lines of the business, and a look through the establishment, which is always open to visitors, will immediately show that the intention of the house is, if possible, to keep ahead of rather than abreast of the times. The large premises is crowded on all floors with new and elegant goods. The most delicate specimens of the glass worker's art here find a place on the numerous shelves and tables, and the remark on the street that "Skinner & Co.'s windows are re-dressed," is a signal for pedestrians, who invariably stop and admire the wares thus displayed. The city retail trade is extensive and profitable. This firm also holds the enviable reputation of being the pioneer house in opening up the northwest trade, and the early efforts put forth in this direction have been rewarded by a continued increase of business throughout the whole of the northwest and British Columbia, and to day the firm of Jas. A. Skinner & Co. may claim to be the largest importer in Canada of crockery, glassware, etc., and the largest shippers to Manitoba, British Columbia and the Northwest. The wholesale house in Hamilton is situated on King street east, opposite Gore Park. Persons starting business cannot do better than deal direct with this house, where they are sure to get everything that they can possibly desire from them, and thus keep their account with one firm.

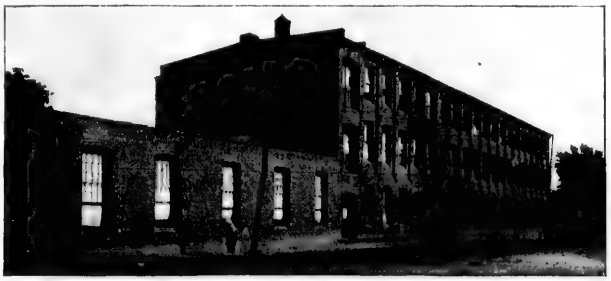
W. G. DUNN & CO.,

IMPORTERS and Manufacturers, Canada Coffee and Spice Mills, Baking Powder and Mustard Works, Hamilton, Ontario. This prosperous firm has been established for nearly twenty years; during this period they have built up a reputation unsurpassed in Canada in their business. Their leading lines of baking powder, mustards and pure spices, are to be found in almost every store from Montreal to British Columbia. They have also a branch factory in England, and are meeting with great success there. This also gives them an important advantage in being able to personally select the stock for their Canadian mills. This firm has only obtained such a reputation by selling goods upon their merits, and giving honest value. They have never resorted to the unbusinesslike system to force sales by the pretence of giving presents with their goods, so often done, but have relied upon the sound common sense and judgment of their customers, believing this to be the only true principle of business. This will no doubt ensure them a long and successful career.



CANADA COFFEE AND SPICE MILLS

A PROMINENT American traveller, who visited Hamilton a few years ago, stood upon the mountain brow, gazed long and earnestly, and said: "It is the Naples of America."



HAMILTON COTTON FACTORY.

ON THE COURT HOUSE STEPS — THIRTEENTH BATTALION BAND. — WM. FARMER, PHOTO

The Thirteenth Batt. Band.

THE Thirteenth battalion band is one of the oldest and most honored of the musical institutions of Hamilton. It has been organized for the last twenty-three years, its first bandmaster being Peter Grossman, who is now proprietor of one of the largest music stores in Hamilton. It has been under the command of its present bandmaster, George Robinson, for nearly twenty years, he having obtained the position in 1869. Mr. Robinson is an Englishman by birth, having received considerable of his musical training at Knellar Hall, which is situated near London, England, where he studied for over two years, and afterwards came to this country with the band of the First battalion of the Prince Consort's Own rifle brigade, and here his merits and ability were soon recognized by his receiving the position which he has ever since held. The band has visited every important city in the Dominion and the United States, and has always met with the greatest possible success, it only being necessary to state that the Thirteenth battalion band was coming to insure the attendance of tremendous crowds. This band is to Canada what Gilmore's famous band is to the United States, ahead of everything, and comparing very favorably with the greatest military bands in the world. Everywhere the people and the press have been most liberal in their praises, according it the first place always. At the Triennial Conclave of Knights Templar at St. Louis in 1886, out of one hundred and fifty bands present, Gilmore's and the Thirteenth band of Hamilton were the two bands chosen to play as solo bands, the whole of the 150 bands afterwards joining together in one grand burst of harmony. The event is one which not only Hamilton but Canada might well be proud of. Everywhere in Canada and the United States, from North to South and East to West, is this band known; people who have never been near or seen Hamilton have all heard or read of it, and whenever in its travels the Thirteenth band passes through a city the people flock to welcome the representatives of Canada's musical ability. The tours this season include a trip to Chicago, where the band scored such grand successes in 1886, completely astonishing the people by opening their eyes to the fact that Canada contained such an organization, and everywhere in the United States making Canadians feel proud of it. The concerts this year will be given in the Second Regimental Armory, which has a seating capacity of over five thousand. At Chicago for the second time the band will join the famous St. Bernard Commandery of Knights Templar, and accompany them on their pilgrimage to Washington, stopping at Pittsburg, Harrisburg and New York, also visiting the tomb of Washington at Mount Vernon. The return trip will include stoppages at many important cities, where the people will have another chance of hearing Canada's favorite band.

The instruments used by the band are all made by the firm of F. Besson & Co., London, England, who constantly receive large orders to supply the Imperial army, and who recently have received a large order from this organization for new instruments, which, when filled, will add greatly to the volume and quality of the tone produced in the ensemble playing of the band.

PRIZE CUP

PRESENTED BY THE MERIDEN BRITANNIA COMPANY FOR BICYCLE COMPETITION.

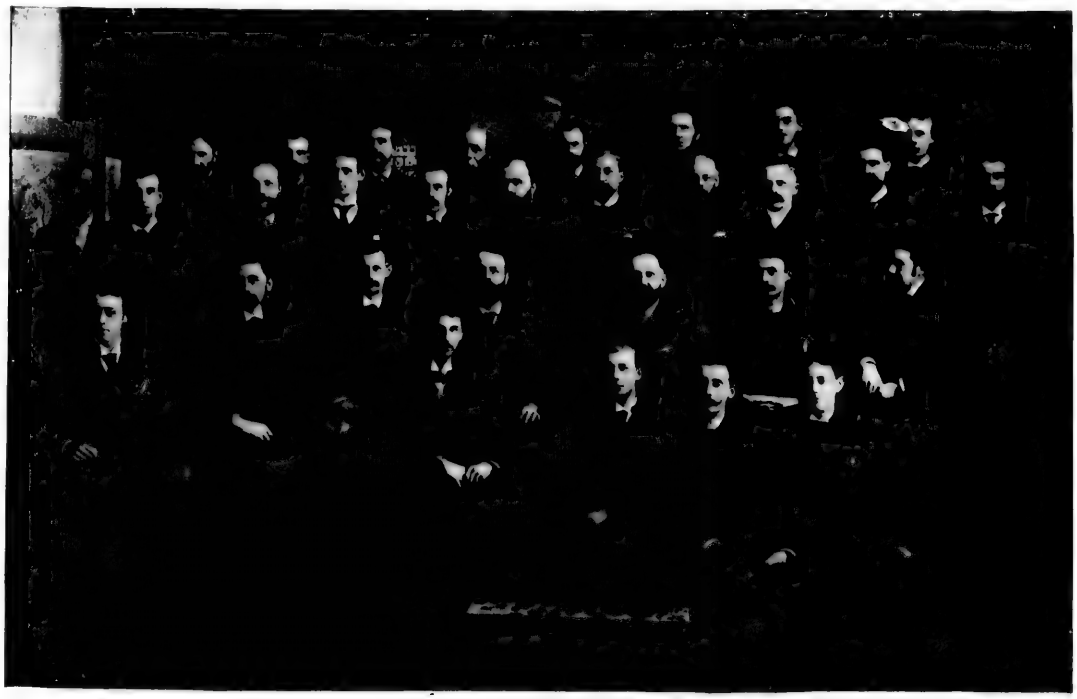
The city shows its appreciation of the Thirteenth band by encouraging it in every way. An annual grant is voted by the city council for a series of free public band concerts, which are given each week in the Gore, and at Dundurn park alternately. These concerts are exceedingly popular, and immense crowds are always in attendance. In addition to the handsome uniform provided for the members as a regimental band by the Dominion, the Thirteenth has also an expensive and tasteful uniform for private engagements, perhaps the most handsome possessed by any band on the continent.

The following are the names of the members, with the instruments they play:

George R. Robinson, bandmaster; W. H. Robinson, T. Smith, A. H. Baker, J. Birns, G. Wholton, first Bb clarinets; W. Ryan, W. McDougall, second Bb clarinet; Wm. F. Robinson, first Eb alto clarinet; T. Porteous, Eb alto clarinet; E. Schwartz, first bass clarinet; F. Evans, second bass clarinet; Wm. Gardiner, first flute; D. Anderson, piccolo; A. Hutton, oboe; Wm. Peel, G. Hutton, Wm. McDougall, first Bb cornet; Wm. Walsh, R. Lomas, second Bb cornet; T. Gentle, trumpet; G. J. Robinson, first horn; J. Pryke, second horn; A. Grossman, third horn; A. Taylor, fourth horn; T. King, jr., first tenor trombone; T. King, sr., second tenor trombone; S. Fosser, bass trombone; J. McKenzie, baritone; Wm. Addison, euphonium; R. Magnus and Wm. Taylor, double Bb bass; V. Byrne and H. Sweetman, Eb bass; Wm. McCoomb and J. Pett, snare drums; J. Rutley, bass drum; J. Evans, cymbals.

THE rock strata of the Hamilton escarpment belong to the middle Silurian geological system. Counting from their base upwards, they form three well defined groups known as the Medina, Clinton and Niagara formations. Good building stone is found in both the Medina and Clinton groups, though a great part of the Medina series is a friable shale, the detritus of which mainly forms the fine fruit growing lands between the escarpment and lake Ontario. It is through the Medina formation that the falls of Niagara have cut their stupendous gorge, and in feeble imitation each streamlet falling over the escarpment cuts through these pasty shales a gully of considerable size.

THE Brant house, a hotel situated at the northern end of the beach, is built upon the site of the wigwam occupied for many years by Joseph Brant, or Thayendenega, the great Indian chief.



STAFF OF

KNOX, MORGAN & CO.,

WHOLESALE IMPORTERS OF GENERAL DRY GOODS, HAMILTON, ONT

KNOX, MORGAN & CO.

PREVIOUS to the railroad era in Ontario, Hamilton, being the head of navigation on Lake Ontario, held the lead in the Dry Goods trade, and so strong was her hold upon this trade that she maintained it many years after the building of railroads began to make lake and river navigation of less importance to the trade of the country. Since the construction of the Great Western and Grand Trunk railways the vicissitudes of business have been strongly marked in the ambitious city. From 1850 to 1870 Hamilton boasted of such strong and favorably known dry goods houses as those of Buchanan, Harris & Co., Gordon, Mackay & Co., Young, Law & Co., A. & T. C. Kerr & Co., Kerr, Brown & McKenzie, D. McInnes & Co., F. W. Gates & Co., and each of these houses claimed its share of the trade of the best portion of Ontario—that lying west of Toronto and south and west of Collingwood and Barrie, and a vast business in dry goods was done by the wholesale men of Hamilton.

The present leaders of the wholesale dry goods trade of Hamilton are Knox, Morgan & Co. John Knox, formerly of Glasgow, is the senior member. After the death of A. Duncan, who was lost in the "Asia" disaster, September 14, 1882, Mr. Knox assumed control of the business, and the firm name was changed from A. Duncan & Co. to Knox, Morgan & Co. Mr. Knox's wide experience, general ability and industry are freely acknowledged by those with whom he has had business relations, and to him is given, by common consent, a foremost place among the business men of the ambitious city.

The other partner in this firm, Mr. Alfred Morgan, was thoroughly trained in the establishment of Buchanan, Harris & Co. He afterwards became connected with the firm of John I. Mackenzie & Co., (later A. Duncan & Co.) and it was during his connection with this firm that he was sent as representative to the British markets. He displayed unusual talent in the selection of goods, and soon began to be recognized as a first-class buyer. Long experience has given him a thorough acquaintance with the value of goods, and what is of more consequence, an intimate knowledge of the styles of dry goods suitable for Ontario. These qualifications, added to a thorough familiarity with the best markets for purchasing, places his firm on a par with the best in the Dominion.

Knox, Morgan & Co.'s establishment is situated on the south side of King street, immediately opposite Gore park. It contains no less than 40,000 square feet of floorage, is conveniently laid out for the business, occupies a central position, and is in every way an attractive wholesale dry goods house. It contains a basement and is four stories in height, and is in every respect adapted for the business. The light is perfect both from the north and south, with additional advantages in this respect from a well which admits the eastern light, thus affording the greatest facility for inspecting the stock, while the arrangements for the display of goods make it easy and pleasant for buyers. Owing to the recent increase in business an hydraulic elevator has been added to facilitate the handling of the goods.

The push and energy shewn by this young house, with ample and steadily increasing capital, straightforward dealing and consideration for their customers, have placed them high amongst their competitors, their steady aim being to seek the trade and support of independent merchants by giving terms and prices which enable their customers to meet honest competition and leave them ample profits.

The facilities possessed by them for handling colored cottons are exceptional, being in close proximity to the Ontario, Dundas, Hamilton and Merritton cotton mills.

Successful dry goods merchants require higher training and greater skill and self-restraint than possibly those in any other business, to enable them not only to cater to but anticipate the ever varying wants of a fastidious public, who become more difficult to please and more versatile in their tastes from season to season. The group of intelligent faces at the top of this page not only represents the force of intellect necessary for a large distributing business, but is the best evidence from an advertiser's point of view of the volume of their turnover.

Twice each year the foreign markets are searched by representatives of the firm, Mr. Morgan looking after the fall goods and Mr. Knox devoting his attention to the spring supplies, each being accompanied by the buyers, J. A. Mackie and Donald McInnes, jr., son of the late Hugh McInnes. All the great mercantile and manufacturing centres of the United Kingdom, Germany, France, Switzerland and Austria, are regularly visited, and the choicest goods to be had are picked up direct from the manufacturers.

The business is conducted on a departmental system, so carefully arranged that the large and constantly increasing volume of business can be expeditiously handled without the slightest friction or confusion.

Every detail is worked out under the supervision of tried and experienced heads of departments, (some employes having been connected with the business in its different styles for twenty years), and customers can always confidently rely upon even their smallest order receiving the closest attention, and upon its being filled and the goods forwarded with promptitude.

The establishment is divided into departments designated A, B, C and D.

It would be impossible to enumerate a tithe of what is to be seen here. A visit is necessary in order to have any idea of the contents.

Department A, under the management of J. Eldon Bull, contains the "Staples,"—cottons from every Canadian mill, Canadian flannels, cottonades, shirtings, blankets, housekeeping linens, towels and quilts.

A. Finlayson, in department B, can show Canadian and imported tweeds, woolens, tailor's trimmings, tapestry, brussels and hemp carpets, floor oil cloths, etc.

Department C, of which J. J. Messer has charge, embraces mostly foreign imports, amongst which may be mentioned silks, satins, plushes, velvets, moires, merinos, cashmeres, crapes and dress goods in all colors, together with prints, muslins, ginghams, linings, etc.

Gents' furnishings also form a branch of this department, where all goods coming under this head will be found in endless variety.

In department D, over which F. L. Lauder presides, will be found English, American and German smallwares and novelties. Embroideries, laces, lace curtains, Berlin wools, hosiery, gloves, cords, ribbons, shawls, etc. Mr. J. A. Mackie, foreign buyer for this department, developed the turnover in a remarkable degree, and it is now one of the leading branches in the house.

The Travellers of the house cover the ground as follows:

D. McMurtrie takes the Counties of Oxford, Waterloo, Perth, Huron and Middlesex.

R. H. Climie, the district bounded by London, Sarnia, Amherstburg and Port Stanley.

R. D. Coles, lake shore trip, east of St. Thomas to Fort Erie, making Simcoe his headquarters.

W. E. Vernon, Halton, Peel, Simcoe and Grey, Wentworth and Lincoln, Muskoka and Algoma.

J. S. McCannell, Wellington, Grey and Bruce district.

W. M. Southam waits on the gents and house furnishers in the principal cities and towns over the whole district, making monthly calls on the larger buyers of smallwares, etc.

Like the movements of a timepiece which requires constant attention, the whole establishment is governed and regulated through the counting house—a handsome room where Messrs. Shambrook, Heeney and Fitzpatrick have long presided, while the entering room, under Mr. A. T. Duncan, shows on its dial the pulse of the trade over the province of Ontario. Letter orders have particular care in selection and dispatch, and are quite a feature in the daily duties, from the increase in their number of late.

Many of the older merchants who have not visited the city for years are expected to attend the merchants' convention during Carnival week, and to these as well as strangers a cordial invitation is extended to look over this establishment and see for themselves that Hamilton is an important dry goods manufacturing and distributing city. The stock, both imported and domestic, is as usual well assorted in August and very complete in all departments. We understand that our friends have arranged that merchants wishing to see the process of manufacture will be personally conducted over the Ontario Cotton Mill at 3 p. m. each day during the convention.

THOMAS LAWRY & SON.

ONE of the most extensive of our various industries, and one which within the last few years has made rapid strides towards the height of prosperity, is that of Thos. Lawry and Son, known as the Hamilton Packing House. In 1864 the enterprise was established by Thos. Lawry, since which time the business has steadily increased, until now the industry is the most extensive of its kind in the Dominion. The excellent quality of the goods turned out is no doubt the key to its prosperity, as the L. & S. and Imperial brands of meats and lard have made for themselves a reputation as wide as the continent, large consignments being made daily to the Maritime provinces, Newfoundland, Manitoba and British Columbia markets, besides producing the principal Ontario supply. Within the last few years the capacity of the Hamilton Packing House has been doubled by extensive improvements, besides which, the Argyle and Ontario Packing Houses have also been secured, the latter of which alone having a capacity of 1000 hogs per day. The present members of the firm are Thos. Lawry and his son T. H. Lawry.

THOS. LAWRY & SON'S PACKING HOUSE.

M. BRENNEN & SONS.

THE M. Brennen & Sons Manufacturing Company (limited), was established in 1856 by the senior member of the company. In 1881 the sons were admitted to partnership, and in the present year the concern was formed into a limited company under the present style. The business is one of the largest in Canada in the manufacture of sash, blinds, doors, mouldings, etc. The company also does a large trade in lumber, lath, shingles, etc. In order to supply its extensive works in this city the company has well established saw mills at Tiago, County of Simcoe; Huntsville, Muskoka; and Sundridge, Parry Sound. At these mills is cut all the material used by the company in manufacturing, and from these mills lumber is shipped to all parts of Ontario and to the United States by the carload. The perfect facilities possessed by this company enables it sell to customers at the very lowest prices.

M. BRENNEN & SONS' HUNTSVILLE MILL.

THE HAMILTON PROVIDENT AND LOAN SOCIETY.

THIS popular and successful Hamilton institution has one of the very handsomest buildings in the city. It is situated at the corner of King and Hughson streets, and is much admired by visitors. At the last annual meeting, held in February of the present year, the seventeenth annual report was presented. It showed that the net profits of the year were $95,914.78. Out of this sum a dividend of 7 per cent. was paid, $15,000 was added to the reserve fund and $2,729.31 to the contin, at fund. The reserve fund now amounts to $215,000 and the contingent fund to $25,698.06. The total amount, in February, 1889, borrowed by the society upon debenture and debenture stock was $1,204,659.75, and the aggregate borrowed capital amounted to $2,202,500.60. The total assets of the society were $3,627,371.04. The Hamilton Provident and Loan Society is looked upon by the people of Hamilton as being an entirely safe, perfectly sound, well-managed concern, in which they have entire confidence. It has grown steadily in business and prosperity and is one of the institutions of the ambitious city.

A PROPOSITION has been made that the city should purchase the vacant land on the mountain side and turn it into a park. The idea is a good one. Where it is occupied, as from James street to Queen, no doubt a space of a hundred feet or so could be bought for a boulevard. A drive could then be constructed from Chedoke ravine to the neighborhood of the reservoir, a distance of about four miles, and Hamilton would then have a park unequalled in the world. Along its whole extent the visitor would have a view of a noble panorama, including a beautiful city, a wide and rolling champaign, and the noblest lake in all the world. This park would cost comparatively a trifle. It would adorn and make valuable the adjoining property. It would furnish breathing space for all the people. It would make a drive through which it would be the pride and pleasure of citizens to conduct visitors. It would furnish easy and free access to the country at both ends of the city, and to some extent enable farmers to avoid the toll gates. In a word, the carrying out of such a scheme would be an act of wisdom for which future generations would bless this generation.

HAMILTON uses more telephone instruments, in proportion to its population, than any other city in the world.

THE city is well supplied with drinking fountains, which are located at convenient points.

THERE are fifty street letter boxes, one general postoffice, and two branch postoffices, in the city.

JAMES STEWART & CO.

THIS firm of iron founders was established in 1845, and has on its list of outputs, stoves, ranges, hot water furnaces, parlor coal grates, registers, etc. The cut shows the office and warerooms on Macnab street, and the moulding shop on Vine street. The fitting and mounting shop, pattern shop, nickel-plating room and additional moulding shops, etc., are within the block, two-thirds of which is occupied by the foundry premises. Two large storehouses are also occupied—one on Merrick street and the other on Park, which enable the firm to carry an immense stock of manufactured goods. The trade of this firm covers the whole Dominion, the leading hardware and stove dealers in British Columbia, the N. W. Territories, Manitoba, Ontario, Quebec and the Maritime provinces, all handling Jas. Stewart & Co.'s goods, which stands very high in the estimation of the public. The Jubilee range, introduced in 1887, comprising some thirty-six sizes and styles, is a most complete line of coal and wood ranges. The popular Sultana and Art Sultana line of base burners is this year a very attractive one, and the many new patterns for 1889 will be appreciated by the firm's numerous customers.

IN HIS time Chief McKinnon was a successful athlete. He won over one thousand first prizes in throwing the light and heavy hammers, throwing the 56-pound weight, tossing the caber, vaulting with pole and running high leap. These prizes include the heavy weight championship of North America, won at Charlotte, Prince Edward Island, August 3, 1876; the general athletic international championship, won in 1865, and the athletic championship, won at Philadelphia, August 14 and 15, 1876, in which year he made an athletic tour of the United States. He then announced his retirement from athletics, and left the field covered with glory, and—as may be seen by reference to his portrait—medals.

OWING to the fact that Hamilton is built on sandy soil, the block pavements here last a very long time and are very clean.

JAMES STEWART & CO.'S FOUNDRY.

PROVIDENT & LOAN SOCIETY BUILDING.

SEMMENS, WARD & EVEL'S FACTORY, BUILDINGS AND YARD.

VICTORIA WIRE MILLS.

ESTABLISHED 1859. Incorporated 1889. The illustrations herewith will convey a good idea of the extensive works of the B. Greening Wire Co. (l'td) of this city, although the rope department, store rooms and wood working department in the rear are not shown. The floor space contained in the various buildings amount to 55,450 square feet, and large additions are contemplated in the near future. As general manufacturers of wire goods, the firm is the most extensive in Canada. The principal lines manufactured are: wire rope, wire cloth, perforated sheet metals, bank and office counter railing, wire fencing, metallic lathing, sofa and chair springs, foundry supplies, wire goods, etc., for which they find a market from the Atlantic to the Pacific. For the convenience of their Eastern customers they have established a branch agency at 422 St. Paul street, Montreal, where their principal lines are kept in stock. They are also sole wholesale agents in Ontario for the sale of the celebrated Ontario Wire Fencing Co.'s goods. The present year is the thirtieth anniversary of the establishment of the works in Canada, and sees many important changes and additions in the business. The firm of B. Greening & Co. has been succeeded by the B. Greening Wire Co. (Limited), the stock however being all taken up by the old firm and management. The new wire mill, erected to draw and manufacture all kinds of bright, tinned, galvanized, coppered, iron and steel wire, is now receiving the machinery and will be in operation this fall. The company have purchased and now control all the best and most successful patents for fire-proof metallic lathing, an article that will in time entirely supplant the old wooden lath in all good buildings. Arrangements have just been completed with an extensive American firm for the sole right to manufacture in Canada a steel wire chain that is destined to come largely into general use for trace-chains, dog-chains, cow-ties, coil chains, etc. The chain will be placed on the market at a lower price than the imported English or German chains, while the quality is far superior, being more than double the strength. It will thus be seen that this enterprising firm are not relying upon past successes, but are rapidly developing old and new lines, and are no doubt destined to become one of the largest industries in this city of manufactures.

WEAVING AND ROPE MILLS.

THE manufacture of wire is a new industry in Hamilton—that is, the manufacture of bright, tinned, galvanized, and coppered fine wires. Many years ago the Great Western railway company used wire drawing machinery here in the manufacture of telegraph wire; but the new Greening establishment may be looked upon as an innovation. It contains the most approved modern machinery, and is a model establishment in every respect. The art of wire drawing does not appear to have been known until the 14th century, and it was not introduced into England before the second half of the 17th century. The drawplate through which the wire passes in course of manufacture, is a disk of hard steel pierced with a series of holes corresponding in aperture with the size of the wires to be made. The holes are funnel-shaped, being widest at the side at which the metal enters. In drawing down to smaller dimensions, the wire passes through successive smaller holes in the drawplate, one at a time, and is wound on reels or frames on the bench. During the drawing the wire requires to be annealed more or less frequently, according to the nature of the metal under treatment. The ductility of the metal and the diameter of the wire operated upon determine the rapidity with which the wire can be drawn: iron and brass travel at rates varying from 12 to 45 inches per second; while gold and silver wires of fine section can be drawn through at 60 to 70 inches per second. Stout iron wire down to a section of a quarter of an inch, or thereabout, is made by rolling bars of fine, fibrous metal in a rolling mill, in the same way as nail rods and small bars are rolled. The thinner wires are drawn from these stout wires by the ordinary process of drawing. Iron requires repeated annealing in the process of attenuation, and to preserve it from oxidation it is treated to a scour-bath consisting of dilute sulphuric acid and a proportion of sulphate of copper. The minute film of copper thus deposited on the wire not only prevents oxidation, but also favors the drawing by lessening the friction in passing through the drawplate. Much of the iron wire which is to be used in exposed situations is further protected from oxidation by a covering of zinc in the so-called galvanizing process. The process of making wire is very curious, and can be seen, as it is done by the latest improved machinery, at the factory of the B. Greening Wire Co. This factory is perhaps the very latest addition to the long list of Hamilton's manufactories. It is one of the most conveniently arranged factory buildings in the country, and the work carried on there is of a most interesting nature.

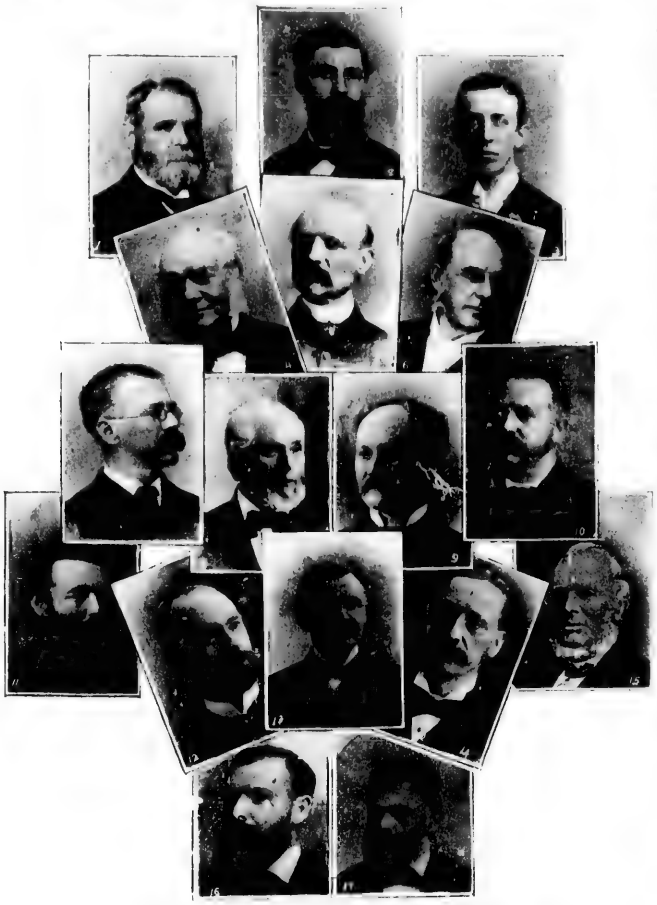
SEMMENS, WARD & EVEL.

SEMMENS, Ward & Evel are successors to Semmens Bros. & Co., who commenced doing business in undertakers' supplies some twelve years past. This firm are well known throughout the Dominion, as they send their make of goods from ocean to ocean, having customers in the East as well as in the far West. The factories are in Hamilton, but they have a large branch in Montreal, and another in Toronto, in which they keep on hand a large assortment of the different styles and sizes of those goods as used by undertakers. Besides the factory and branches, this firm have three travellers constantly on the road, showing their wares to the wary undertakers who cautiously indulge, and are never known to carry very large stocks. A photo-engraving is here shown of the factory and other buildings, which covers some eleven lots situated in the western part of the city, and being convenient to the Crystal Palace grounds and Dundurn park. The main factory, where the woodwork is in process of completion, is a very large building; it is fully equipped with the most improved machinery, and gives employment to some fifty men. Two large boilers are used in giving motive power to the machinery in use. The cloth department is always in active operation in the large building to the right. Some of the finest cloth caskets ever shown in Canada or the States have been made here, where a large staff of employes have constant work. The finishing rooms and stock rooms are in the brick buildings to the left, and when it is known that each casket and coffin receives six to eight coats of finishing before it is ready for the market, it will be understood that a large number of men are kept going on this work. The saleroom comes next; in it several ladies are devising, planning, shaping and making the many different styles in use for dressing the dead and the trimming of caskets. The plating room is another branch, where casket handles are made in endless variety, and plated and finished in the highest styles. This firm are constantly adding new lines, seeking to supply every requisite the public may demand for goods of their make.

THERE is perhaps no more interesting object in Christendom than the burial casket. Every man, woman and child is naturally interested in what must eventually be their last abiding place, and the people of Canada must be grateful that their burial rites are not those of some other peoples. A burial at best is a melancholy affair; but among Christian people the manner of the disposal of the dead robs burial of much of its terror. The tribes of modern Guinea throw their dead into the sea; the Wanyamwesi carry them a little way into the forest and leave them to be devoured by beasts of prey; the Kamtchadales keep special days for the purpose of consuming the dead; the Parsees expose their dead upon certain round towers to be eaten by vultures. The ancient Scythians are said to have eaten their dead, and at Dahomey the bodies of persons killed by lightning are eaten by the priests to this day. The ancient Colchians suspended the corpses of their men in trees; but their women they buried. The Todas burn all except the children, the victims of infanticide, whom they bury. The Muddikers burn lepers, and the Kalmucks follow all modes. Their usual custom is exposure; but they also burn, or bury, or throw the corpse into the water or under a heap of stones, or build a hut over it.

The coffin seems to be the mark of civilization, and the handsomer the coffin, the more highly civilized the people. There has been in Canada, within the memory of the present generation, an extraordinary advance in the manufacture of burial caskets. Not many years ago the coffin in ordinary use was very plain, and an article with any style about it cost a small fortune. Experience, new machinery, modern ideas and brains, have combined to make a great change, and handsome coffins are now within the reach of all. To none more than Semmens, Ward & Evel is due this change. Their extensive premises and wide-awake modes of doing business enable them to manufacture handsome, even elegant caskets, at such prices as make them available to all but the very poor.

WIRE MILLS.



THE BOARD OF TRADE' EXECUTIVE 1888-9.

1 John Proctor. 2 R. R. Morgan. 3 I. J. Stuart. 4 James Stewart. 5 F. C. Bruce. 6 W. H. Glassco. 7 W. H. Gillard. 8 George Roach. 9 William Hendrie. 10 James M. Lottridge. 11 Robert Evans. 12 R. H. Greene. 13 E. A. Dalley. 14 W. F. Findlay. 15 James Walker. 16 H. W. Sewell. 17 George E. Tuckett

The Board of Trade.

THE Hamilton Board of Trade is an important body of business men who look sharply after the interests of the city, and are at all times ready to do what they can for the benefit of the ambitious city. To the Board of Trade Hamilton people and the many thousands of visitors owe thanks for having originated and carried out the project for a grand summer carnival. By the success of the carnival may be measured the ability, push and executive capacity for management possessed by the members of the Hamilton Board of Trade. This body has been a prominent institution of the city ever since 1845, in which year, on the 29th of April, the board was inaugurated. On that day thirty-six prominent men of the young city met at the Royal Exchange hotel, and organized themselves into a board of trade, and from that day to this the body has exercised a fostering care over the city's interests, and nearly every public measure of good consequence can be traced to this body of wise and prudent men. The original members were:

Archibald Kerr, Thos. C. Kerr, Ed. Ritchie, Richard Juson, Benjamin Miner, James Coleman, Hugh Moore, Wm. Atkinson, A. McDonald, H. C. Baker, Joseph Gilkison, James Walker, James Osborne, B. Babbington, John P. Larkin, T. H. McKenzie, Wm. Dixon, Æ. Kennedy, A. Bigelow, M. D. Brown, C. C. Ferrie, J. B. Ewart, Robt. Forbes, John Wagstaff, Daniel McNabb, G. L. Beardmore, M. McKenzie, John Young, sr., John Young, jr., D. Moore, Thos. Ramsay, James McIntyre, John Winer, John Gartshore, Isaac Buchanan, Wm. P. McLaren.

Of these only Hugh Moore and T. H. McKenzie survive, all the rest being dead. The board was incorporated in June 1864.

THE BOARD IN 1888-89.

In the board year 1888-89, terminating in July 1889, the following were the officers and members of the Board:

J. B. Fairgrieve, president; E. A. Dalley, vice-president; C. R. Smith, secretary-treasurer.

Members of the Council W. H. Gillard, T. H. Macpherson, Wm. Hendrie, Geo. Roach, John Knox, R. R. Morgan, Adam Brown, M. P. W. H. Sewell, R. Thompson, J. Eastwood, J. W. Murton, Jas. Stewart, J. J. Stuart, W. F. Findlay, J. H. Park, Hon. W. E. Sanford, C. J. Hope, Jas. Walker, J. J. Mason, Alex. Turner, F. C. Bruce, Geo. E. Tuckett, W. H. Glassco, Jas. Scott.

Board of arbitration A. T. Wood, R. T. Steele, R. K. Hope, John Proctor, R. A. Lucas, J. N. Travers, St. Clair Balfour, R. H. Greene.

Board of Examiners R. Evans, J. E. Brown, J. M. Lottridge, John A. Bruce, R. C. Fearman.

Auditors John Billings, H. N. Kittson.

Members C. Armstrong, Water Anderson, H. C. Baker, Adam Ballentine, C. Bartlett, J. A. Barr, S. Barker, T. D. Beddoe, I. Beer, R. Berryman, J. W. Bickle, G. F. Birely, G. H. Bisby, P. C. Blaicher, D. Blakely, C. Brenner, M. Brennen, G. E. Bristol, H. Broadbent, G. E. Broadfield, E. Boustead, J. G. Bowes, W. Bowman, Dr. Burns, J. M. Burns, W. S. Burn, Thos. Burrows, John Bell, John Calder, Wm. Carey, A. E. Carpenter, J. C. Carpenter, J. Carruthers, B. E. Charlton, J. A. Clark, J. D. Climie C. W. Clinch, H. P. Coburn, W. J. Copp, E. A. Colquhoun, W. L. Cummer, F. F. Dalley, W. R. Davis, D. R. Dewey, W. Dixon, C. E. Doolittle, H. Duncan, R. Duncan, Alex. Dunn, W. G. Dunn, K. Dunstan, Alexander Davidson, John Eastwood, W. A. Edwards, J. D. Evans, James Ennis, F. C. Fearman, R. C. Fearman, C. Ferrie, J. Ferres, W. J. Findlay, J. I. Flatt, A. T. Freed, W. A. Freeman, R. Fuller, H. F. Gardiner, R. E. Gallagher, L. Garland, Alex. Gartshore, J. Gillard, G. F. Glassco, W. Goering, W. J. Grant, T. B. Greening, J. A. Griffin, Wm. Griffith, C. Gurney, Robert Griffith, W. F. Gillesby, S. O. Greening, J. Halloran, Jas. Hamilton, H. Harding, A. Harvey, John Harvey, W. C. Harvey, J. S. Hendrie, J. W. Hendrie, W. Hendrie, W. Hendrie, jr., J. Herron, T. [illegible]sd, J. Hoodless, A. H. Hope, C. Hope, Geo. Hope, F. J. Howell, N. Humphrey, Wm. Hancock, J. T. Irwin, J. P. Johnson, C. J. Jones, S. Jones, W. H. Judd, J. F. Kavanagh, R. Kennedy, M. A. Kerr, J. Kenrick, C. King, F. H. Lamb, H. Lambe, T. Lawry, M. Leggatt, J. Lennox, Lester, A. Levy, W. D. Long, Geo. Lu[illegible], J. G. McIlwraith, Alex. [illegible] M. P., J. D. McKay, R. O. McKay, J. [illegible] McKenzie, T. H. McKenzie, [illegible] Lerie, D. McLellan, J. S. McMahon, D. [illegible]Phie, Colin McRae, Geo. [illegible] son, Jas. A. McPherson, Alex. McPh[illegible]n, Thos. McBride, W. M[illegible] J. Malloy, J. J. Mason, C. W. Meakin, [illegible] L. T. Mewburn, J. F. Mi[illegible] E. Mitchell, J. Milne, A. H. Moore, Lym[illegible] Moore, S. J. Moore, Alf. [illegible] C. E. Morgan, R. R. Morgan, J. Mort[illegible] R. Morton, C. W. Mulli[illegible] Murray, C. Myles, C. S. Murray, D. N[illegible]on, W. Nicholson, Wm. N[illegible] W. Osborne, A. Pain, J. E. Parker, T. Patterson, jr., J. Pa[illegible]

J. B. Fairgrieve, President Board of Trade, 1888-9.

QUEEN VICTORIA SCHOOL.

THE FIRE [illegible]PARTMENT.

QUEEN VICTORIA SCHOOL.

THE FIRE DEPARTMENT.

C. Peebles, M. A. Pigott, T. H. Pratt, J. Pottinger, A. Powis, Joseph Powell, F. A. Powis, R. Quinn, John Quarrier, H. Ralston, J. S. Ralston, W. G. Reid, G. Roach, W. P. Roberts, W. Ronald, Hon. W. E. Sanford, L. D. Sawyer, James Scott, W. H. Sewell, James Simpson, H. Simon, W. R. Skinner, R. B. Skinner, Wm. Southam, R. N. Sterling, H. S. Stevens, J. F. Stewart, John Stewart, jr., C. Stiff, A. Stroud, T. H. Stinson, Jno. Stuart, C. S. Scott, Jno. Stuart, J. C. Taylor, C. L. Thomas, Robert Thompson, S. Thorn, C. W. Tinling, E. Tinsley, J. H. Tilden, W. Townsend, J. N. Travers, S. G. Treble, J. E. Tuckett, Geo. J. Tuckett, J. Tunstead, Hon. J. Turner, Alex. Turner, W. R. Turner, J. Turnbull, W. Vallance, Jas. Walker, W. H. Walker, R. M. Wanzer, F. L. Wanzer, F. W. Watkins, Thomas C. Watkins, J. Watson, W. J. Waugh, John Weatherston, C. J. Williams, G. J. Williams, A. Wilson, B. Winnifrith, W. A. Wood, Walter Wood, W. G. Wright, J. M. Young, M. Young, W. Young, A. Zimmerman, J. Zingsheim, Thos. Irwin, W. H. Irwin, Æ. Jarvis, R. Raw.

THE OFFICERS FOR 1889-90.

On Thursday, July 18, 1889, the annual meeting was held. J. B. Fairgrave, the retiring president, presented the report of the council, which contained the following reference to the summer carnival:

"The Hamilton summer carnival, to be held here in August next, and which was started under the auspices of the board of trade, has met with the hearty support of our citizens, and bids fair to be a great success and creditable to the many members of the board who have thrown their energy and ability to make it so in the interests of the city. The merchants' convention, to meet here during carnival week, is receiving attention from the mercantile community all over Canada, and should receive the individual support of every member of this board of trade as likely to become a power for good in correcting many abuses and conflicting elements which beset the wholesale and retail trade of our country. During carnival week a large number of merchants and manufacturers will be present from all parts of the dominion—very many of them members of sister boards of trade. Your council recommends that every hospitality be extended to them, and that all assistance be given the carnival committee to carry out its good work to make our city well known in every land."

These officers were elected: F. C. Bruce, president; John Knox, vice-president; C. R. Smith, secretary-treasurer.

Council—Geo. E. Bristol, Adam Brown, M. P., J. J. Mason, H. N. Kittson, J. M. Lottridge, Alex. Turner, George Roach, R. R. Morgan, T. Macpherson, John Eastwood, Hon. W. E. Sanford, Wm. Hendrie, W. H. Gillard, W. H. Glassco, John Hoodless, J. J. Stuart, R. Æ. Kennedy, R. B. Skinner, Chester Fearman, J. B. Fairgrieve, Wm. Bowman, Archdale Wilson.

Board of arbitration—John Gillard, A. T. Wood, R. T. Steele, St. Clair Balfour, Robt. Thompson, C. J. Hope, E. A. Dalley, R. A. Lucas, W. F. Walker, James A. McPherson, Wm. Southam, R. H. Greene.

Auditors—C. W. Tinling and Alfred Powis.

THE BOARD OF EDUCATION.

1 John Hoodless. 2 W. J. Grant. 3 William Young. 4 Alex. Turner. 5 David Dexter. 6 John Greig. 7 Rolland Hills. 8 James Scott. 9. Angus Sutherland. 10 T. Beasley (secretary) 11 Thomas Morris 12 W. Bowman. 13 S. F. Lazier (chairman) 14 A. M. Ross. 15 William Clucas. 16 Wm. H. Ballard (inspector) 17 H. S. Brennen. 18 Hugh Murray. 19 W. H. McLaren. 20 F. F. Dalley. 21 William Bell.

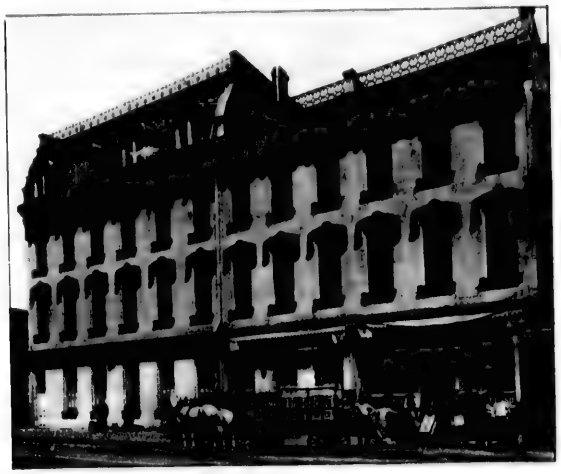
The Spectator recently said this: "Hamilton's present prosperity is full of suggestiveness. The claims put forth by our merchants for commercial recognition and honorable business demands among the industrial centers of this continent, are well founded. Perhaps at no time during the last decade has there been a more positive evidence among the larger of our industrial pursuits that Hamilton was rapidly and surely forcing its way to the very front rank, among her sister cities of the Dominion, particularly in her special and general manufacturing interests, of wholesaling of what can be termed the national staple of trade—groceries, clothing, boots and shoes, drugs and dry goods, than the present. We challenge, with some pride, any other city of twice our population in the entire Dominion—the result to be figured upon the basis of a pro rata population—to show the diversified product in its manufacturing, or anything to approach the grand aggregate of the annual output of Hamilton's manufacturers. We have the largest sewing machine manufacturies in the Dominion, frequently representing a weekly product of more than 2,000 machines, which serve to carry the name and fame of our city over the entire inhabitable globe. We have as large stove works as can be found in the Dominion, while our flourishing mills, boot and shoe factories, and wholesale grocery and fruit trades find a market at the doors of British Columbia and in the hut of the lone fisherman in Newfoundland and Prince Edward Island. It is estimated that last year's sales, exclusively among our wholesale grocers, aggregated over $10,000,000."

In the various industries, upwards of 15,000 working people find employment. The largest interests are the wholesale grocers' trade, drugs, the manufacture of clothing, boots and shoes, the sewing machine and agricultural implements manufactories, foundries, marble works, vinegar works, glass works, and the lumber trade.

There are three daily newspapers in Hamilton: The Spectator, morning and evening, established forty-two years; the Times, evening, established thirty-two years, and the Herald, evening, established Aug. 2, 1889.

C. R. Smith, Secretary Board of Trade.

JOHN A. BRUCE & CO'S SEED WAREHOUSE.



GEORGE E. TUCKETT & SON'S TOBACCO FACTORY.

JOHN A. BRUCE & CO.

THE Seed establishment of this firm of seed merchants and growers, at 37 and 39 King street west, is the oldest and most successful business of its character in the Dominion of Canada. Established in 1850, the business has steadily increased with the progress of the country, and it can be said that there are few named on the roll of Canadian merchants to-day that are more widely known. Wherever the enterprise of man has led him in his desire to penetrate the mysteries of our wild and trackless forests and interminable prairies, so soon as the craving for exploration has ceased, and the settler instinct has overcome that of the adventurer, then the seedsman is called into requisition as surely as the doctor when sickness strikes the household. From the stormy Cape Breton coast, all through our countless areas of priceless heritage to where the Pacific's balmy breath is felt on our western shores, the demand for Bruce's seeds comes as surely as the spring; it may be a simple order for a few flower seeds of the old fashioned type, with the smell of home about them, that some weary emigrant will sow to try and wean the homesickness that clings to him in the backwoods for the first year or two; or it may be an order of sufficient magnitude to crop a German principality; but whether large or small it receives the methodical attention of men who thoroughly understand their business, and it is to this perfect knowledge of the seed business that their success may be traced. The fine warehouses of the firm, in addition to the usual assortment of farm and garden seeds, are stocked with thousands of bags of the different varieties of clover seeds, timothy and blue grass and other grass seeds, as well as the choice varieties of garden peas, all of which are exported in large quantities to Europe; this trade is cultivated extensively in addition to supplying the home markets. The senior member of the firm, John A. Bruce, is at present in Europe inspecting the growing seed crops, and the junior, F. C. Bruce, the newly elected President of the Board of Trade, will be pleased to see all friends of the house during carnival week.

GEO. E. TUCKETT & SON

ARE manufacturers of the celebrated T. & B. brand of smoking tobacco, which is so favorably known all over Canada and United States and has a world-wide reputation for its purity and excellence. For 37 years this brand has been before the public and to-day the demand is greater than ever, a fact which holds good in the case of no other brand. Maintaining the excellence of of the goods manufactured has been the secret of success of this firm, great care having always been taken in the selection of the leaf and in the process of manufacture. The business was established in 1852 by Mr. Geo. E. Tuckett taking with him in partnership Mr. A. C. Quimby under the style of Quimby & Tuckett. A few years later Mr. Quimby retired and Mr. John Billings was taken as partner under the firm name of Tuckett & Billings. In 1879 Mr. Billings retired and the firm name was changed to Geo. E. Tuckett & Son. They give employment to about 400 hands. Recently the firm established works in Danville, Virginia.

COPP BROS.

AT the corner of York and Bay streets may be seen the large works of the Empire foundry, Copp Bros., proprietors. A great many years ago, under the firm name of Copp, Finch & Copp, a business was carried on in Woodstock. With the change of firm name came a change of location, and the present works were erected in Hamilton. The firm has been in existence over forty years, and is at present one of the most solid houses in the city. The company manufacture the celebrated line of Warrior stoves and ranges, also, enamelled ware, and English grates. Last year registers and hot air furnaces were added to their already large business. These latter have gained a prominent position in the trade throughout the country. Agricultural implements are also a feature of their business. The trade of this firm covers the whole of Canada, and branch houses are located in Montreal, Winnipeg and Vancouver.

WALTER WOODS & CO.

AMONG the many solid wholesale houses of the city that of Walter Woods & Co., manufacturers and dealers in brooms, wood and willow ware and grocers' sundries, stands well at the head. Fifteen years ago the business was first introduced, and its growth since that time has been one of unwavering success. The secret of this fact is to be found in the uniformly standard quality of the goods handled and manufactured, and a thorough system of plain dealing with customers. By this means the merchants of the country have come to know the firm, and once dealing with them the connection is retained. Messrs. Woods' warerooms are large and spacious, and the stock carried is always kept up to the times. The sample room is a model of neatness, and in it is to be found a variety of articles which require a catalogue of over one hundred pages to enumerate. In brooms and brushes this house is in the lead, their list comprising between thirty and forty different lines. Baskets, lanterns, baby carriages, bird cages, wire flower stands, and an innumerable list of grocers' supplies make up the stock in trade, and no matter when you call at the warehouse, at 62 Macnab street north, you will always find Mr. Woods and his efficient staff of clerks and warehousemen up to their eyes in business, shipping and receiving orders for goods from their very large list of customers throughout the Dominion. While continually busy, members of the firm can always find time to receive their many visitors from the trade of the country, and will invariably be found courteous and obliging.

SOME OLD FIGURES.

IT was in the year 1840 that a joint stock company was formed for the purpose of erecting an hotel in the town of Hamilton. The act of incorporation limited the shares to two thousand pounds at £12 11s. each. The company was allowed to borrow £10,000 to complete the work. A few years afterwards an act was passed to enable the Hamilton Hotel Company to increase its capital stock to £6,000. The act also gave it power to borrow £10,000 on the security of its property.

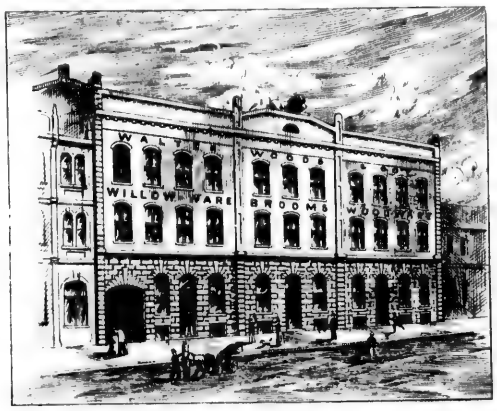
The following table relates to this date in the history:

YEARS.	POPULATION.	AMOUNT OF PROPERTY ASSESSED.	
1836	2846	Actual value,	£ 44,020
1837	3567	do	45,622
1838	3358	do	52,130
1840	3342	do	60,160
1841	3446	do	64,812
1842	4260		
1843	4860		
1845	6478	do	110,638
1846	6832	do	113,720
1848		Annual value,	60,737
1849	10170	do	60,317
1850	10248	do	61,359

The term "actual value" is not strictly correct; it is the value put on the property by law, and is in most cases considerably below the true value.

Copp Bros.' foundry, a view of which is shown on this page, is an imposing edifice, and one of the finest buildings devoted to manufacturing purposes in the city.

COPP BROS.' STOVE FOUNDRY.



WALTER WOODS & CO.'S WAREHOUSE.

BURROW, STEWART & MILNE.

THE large works of this firm are situate at corner of John and Cannon streets, and the busy hum of machinery which is heard in the vicinity, gives evidence of the extent of the business done. The firm commenced business in 1864, and at present employs about two hundred men. Success has marked the career of the business at its inception, and has followed it down to the present time. The output of the establishment is varied and comprises stoves, ranges, hot air furnaces, malleable iron castings, wagon, carriage and saddlery hardware, imperial standard scales, oil stoves and miscellaneous goods. Their Jewel hot air furnaces have been a successful line, and, although a new furnace their manufacture dating back for only two years they are now known through almost the entire Dominion. The Jewel stoves and ranges are also manufactured, and the large number of sales give evidence of the high estimation in which they are held by the public. Burrow, Stewart & Milne's imperial standard scales need no wordy praise. Their work speaks their worth, and the manufacturers claim that they are now doing the largest scale business in Canada, and offer as substantiation of the fact the reports of the Government Inspector of weights and measures, each scale manufactured being tested and stamped with the government seal by that officer. The Victory oil stove is another manufacture of this firm, and with its latest improvements is one of the safest, most durable and most economical oil stoves made. Their wagon, carriage and saddlery hardware is of the finest class, and a large trade is done in this line.

BURROW, STEWART & MILNE'S WORKS.

F. W. FEARMAN.

AMONG the many manufacturing and mercantile establishments of the city of Hamilton, there is probably none so generally known throughout the land as that of F. W. Fearman, the veteran pork packer, and curer of the celebrated Star brand hams and bacon. There certainly is no institution in this city that has done more to make the name of Hamilton favorably known in Canada and elsewhere. Founded in 1852, it has steadily grown from its small beginning to its present very extensive proportions, taking from the farmer from 30,000 to 50,000 hogs a year, and furnishing the product, in the shape of hams, breakfast bacon, spiced rolls, shoulders, long clears, mess pork, short cut pork, lard, etc., in matchless quality, to the distributor and consumer. In order to accomplish this, it has been necessary to erect extensive premises of modern pattern, fully equipped with all the latest approved appliances and machinery, so that to-day F. W. Fearman stands at the head of the packing industry, and deserves the reward which the reputation of his meats, and strict attention to business have brought him. He is ably assisted in his business by his sons, Chester as manager; Robert, accountant and cashier; Harry, local jobbing and retail department; Frank, at the packing and distributing department.

This house has for many years past paid particular attention to the wants of the Canadian trade and makes a point to select the best quality of hogs for that purpose, as Mr. Fearman considers that the Canadians are entitled to the best of everything that this earth produces, and as far as he is concerned, in his line, they get it.

F. W. FEARMAN'S PACKING HOUSE.

GOMPF'S BREWERY.

JOHN GOMPF, BREWER.

JOHN GOMPF, brewer, is a typical good natured German. Eight years ago he became the proprietor of the brewing establishment of Leopold Bauer, at 360 John street north. Mr. Bauer controlled the business for some thirty-two years previous to that time, so it will be seen that this is one of the oldest established businesses of its kind in the city. Mr. Gompf is not wildly ambitious, and beyond the trade of the city and county he does not do any business, but it is safe to say that in the two places mentioned he has the lion's share of the trade, which is sufficient to keep him and his staff of assistants busy during all the season. His lager advertises itself, and when once used is asked for again. It is put up and sold in kegs, cases and bottled. The buildings have been enlarged from time to time to meet the demands of the growing trade, and a paying business is done.

HAMILTON has the best water and the best lager beer in Canada. The visitor is at liberty to take his choice.

TAKE a walk along the avenues and through the residence portion of the city, and be surprised with the solid comfort of Hamilton's houses.

THE influence of the two great lakes, Erie and Ontario, gives Hamilton and vicinity an evener temperature than is enjoyed by any other part of Canada.

IT is quite a climb up the mountain; but the view is well worth the work.

THE fruit show at the Great Central fair astonishes people from other parts of the country.

ONTARIO COTTON MILLS.

ONTARIO COTTON COMPANY.

THIS company was organized in June, 1888, and was styled the Ontario Cotton Company, succeeding the Ontario Cotton Mills Company. The stockholders are principally Hamilton capitalists, and the directors are William Hendrie, president; Edward Gurney, vice-president; John H. Tilden, managing director; A. T. Wood and Charles Gurney. Charles S. Murray is secretary-treasurer and C. B. Snow is superintendent. The company employs between four and five hundred hands, and the output consists of cottonades, shirtings, ordinary ducks, agricultural ducks, denims, awnings and ticks. These goods are shipped to all parts of Canada in such quantities as to necessitate the consumption of 3,000 bales of raw cotton each year. The premises occupy a block near the Grand Trunk station, and the buildings substantial buildings of brick—are three stories in height. Steam power is furnished by a pair of Corliss engines of 250 horse-power each. The goods turned out by this company are known to the trade as being of a very superior quality, and the demand has been so great that during the past year the company found it necessary to increase its product. Each day, at 3 p. m., during the convention, merchants wishing to see the process of manufacture will be shown through the mills.

Lucas, Park & Co.,

Importers of

Groceries,

59 Macnab St. North, Hamilton.

R. A. LUCAS,
J. H. PARK,
R. T. STEELE
G. E. BRISTOL

THE wholesale grocery trade of Hamilton is the strong feature of the business of the city. The many and extensive wholesale grocery houses of the city make up, in the aggregate, a bulk of business such as no other Ontario city can show, and enable Hamilton to control the trade, not only of the large Ontario territory properly belonging to the ambitious city, but of Manitoba, the great northwest, and British Columbia. From Toronto to Vancouver the great bulk of the trade is supplied from Hamilton, and Hamilton grocery travellers are as plentiful along the line of the Canadian Pacific railway, from Ottawa to Vancouver, as they are in the Niagara peninsula. The wholesale grocery business of this city is in the hands of a set of energetic, pushing, enterprising men, who thoroughly understand the trade, and are able at all times to give their customers the best goods at the lowest rates.

In the van of the grocery trade of the city stands the firm of Lucas, Park & Co., whose magnificent solid stone premises are situated at 59 Macnab street north, a central and convenient location. The premises are arranged in such manner as enables the firm to handle enormous quantities of groceries with the utmost promptitude. The warerooms are spacious, the cellerage vast, and the business offices are fitted up in excellent style.

The business was founded in 1859 by G. J. Forster & Co., which firm carried it on for eleven years at 55 and 57 King street west. Mr. Forster died in 1870, and was succeeded by R. A. Lucas and J. H. Park, both of whom had long been connected with the business. These gentlemen successfully carried on the business under the firm name of R. A. Lucas & Co. until January 1881, when the rapid growth of the business made it necessary to take in additional partners. R. Tasker Steele and G. E. Bristol were admitted as members of the firm. The admission of these gentlemen added strength to the already prosperous firm, and the business continued to increase with such rapidity that, in 1882, the spacious premises on King street were quite inadequate to the needs of the trade that had been built up by the firm. Casting about for a good site for much more extensive premises, Lucas, Park & Co. decided upon the Macnab street location, upon which their imposing stone edifice now stands. Here was erected a building of such dimensions, and with such arrangements as are necessary to the enormous business now being done by this popular and energetic firm of grocers.

LUCAS, PARK & CO.'S WAREHOUSE.

A visit to the premises of this firm is well worth the time employed, and visiting retail dealers are invited to inspect the premises. They will be made heartily welcome, and be shown through a model wholesale grocery establishment. Each spacious floor is occupied by well arranged goods, and the arrangements for inspection and sampling are perfect. From the very beginning of this business, in 1859, the trade has grown steadily, and under the management of the present quartet of partners it has increased enormously, and is constantly growing. This is the natural result of the thorough business training, great experience, tact and enterprise of the members of the firm, who give close attention to their business, and seek not only to induce people to buy their goods; but, by fair dealing, and by furnishing precisely what is ordered and at the very lowest prices known to the trade, they endeavor to retain all customers, and they have succeeded in doing so.

In addition to their large staff of assistants in their Hamilton house, Lucas, Park & Co. maintain a special staff in Winnipeg, who control the business of the new provinces. The Northwest business has acquired very large proportions, a fact that is highly creditable to the Hamilton firm, for the reason that the retail merchants of the northwest are keen buyers, sharp business men, and have every wholesale city in Canada to choose from. Notwithstanding this the merchants of Manitoba and the northwest chose to buy the bulk of their groceries in Hamilton, and a very large proportion of that bulk from the firm of Lucas, Park & Co.

If the reader will take a glance at the map he may be able, by studying the territory covered by this firm, to form some idea of the enormous extent and wide spread nature of the business conducted by Lucas, Park & Co. In Ontario the reader will observe the Niagara peninsular, the great fruit garden of Canada, containing the wealthy counties of Wentworth, Lincoln, Haldimand and Welland, dotted with prosperous cities, towns and villages. In every part of this peninsula the name of Lucas, Park & Co is well known. Follow the line of the Grand Trunk railway westward, through Dundas, Woodstock, Ingersoll, London and Strathroy, to Windsor and Sarnia, and find that the firm's name there is a household world. Go north through Galt, Guelph, Fergus and Palmerston, to Walkerton, Southampton, Brussels, Wingham, Lucknow and Kincardine, and discover that Lucas, Park & Co. are the favorite wholesale grocers. Take a trip through Paris, Stratford and Clinton to Goderich, and the name is as familiar as the name of the week. Go up through Milton, Georgetown and Barrie to Muskoka, or to Owen Sound, Collingwood and Parry Sound, and the name of Lucas, Park & Co. is well and favorably known. Go further afield. Take the Canadian Pacific and ride through the great scenery of the north shore of Lake Superior, and at Port Arthur you find the name as well known as at home. On to Winnipeg and you discover that Lucas, Park & Co. are as popular there as in the city of Hamilton. Push across the plains, and at Portage la Prairie, Brandon, Qu'Appelle, Regina, Medicine Hat and Calgary, you find that Lucas, Park & Co.'s travellers have been there in advance of you, and have placed the name of their firm at the head of the long list of wholesale grocers in Canada. From Winnipeg, go south, southeast, northwest or north, and wherever you encounter a town or a considerable village, you find somebody retailing excellent groceries purchased from Lucas, Park & Co., 59 Macnab street north, Hamilton. Go through the mountains, admire the grandest scenery the world produces, and when you emerge into British Columbia the name of the popular Hamilton grocers again becomes as familiar as telegraph poles by the wayside.

Return to Ontario, and, leaving the main arteries of travel already outlined, you may find that every backwoods village, every four corner establishment through which the stage daily passes, every hamlet in the best part of Ontario knows the name of Lucas, Park & Co., and can vouch for the excellence of that firm's goods, and for the perfect fairness of that firm's business methods.

The firm's travellers cover all this ground, and more, and a constant stream of orders pours into, and a constant deluge of goods pours out of the Macnab street premises. Everything in connection with the business is so systematized that errors in the filling of orders or in the delivery of goods to customers are almost impossible. The system is such that the smallest or the greatest order of the season is shipped immediately upon notification. Everything works like clockwork, and mistakes in this well-regulated establishment have been so very few that they may be said to be entirely non-existent.

Not only do Lucas, Park & Co. do infinite credit to the ambitious city by reason of their fair and honest business methods, which have caused Hamilton to be known far and wide as the best market for the purchase of groceries; but they take an active interest in the affairs of their city, and endeavor in every way to push its interests whenever opportunity occurs. The members of the firm are also active members of the board of trade, and are always ready, with voice, influence and purse, to do their share of whatever is to be done for the good of the ambitious city. The members of the firm have taken an active interest in the summer carnival scheme and have done all in their power to make it a grand success. They have taken particular interest in the merchants' convention, their great experience in dealing with retailers all over the country enabling them to see clearly that much good may be done by intelligently discussing the evils that beset the trade, and by carefully considering and adopting such measures as may be deemed necessary to the abatement of many trade nuisances, and for the saving of large sums of money that are now wasted. Very much more could be said of Lucas, Park & Co., and their extensive establishment: of their enterprize and its merits; of their business methods and the quality of their goods; of their integrity and the extensive nature of their trade; but it is sufficient to say to those who have had the good fortune to be customers of this house that Lucas, Park & Co. purpose to go on as heretofore, giving good value and continuing their business on business lines. To those who have not had the good fortune to be customers of this firm we desire to say that they should not longer remain so. Lucas, Park & Co.'s place is wide open; the members of the firm extend a hearty welcome to all; they have something to show those who do not know them; they ask for an inspection of their premises and of their price lists, and they feel quite confident of the result, for there is no grocery concern in Canada that can surpass them. Therefore, gentlemen, while you are visiting Hamilton make it a particular point to call upon Lucas, Park & Co.'s, 59 Macnab street north.

W. H. Gillard & Co. Wholesale Grocers.

WAREHOUSE AND OFFICES.

THE City of Hamilton enjoys a continental reputation for the variety and extent of her industrial interests, but there is no branch of her commerce which has been so conspicuously successful as the grocery trade. Notwithstanding the great strides and development made during the last decade by Montreal and Toronto, Hamilton still holds the fort as the great distributing centre of the grocery trade. The position is the result of the unceasing and well directed efforts of her grocers, than whom a more shrewd, energetic and enterprising class of men could not be found.

Of the firms prominently engaged in this business, there are none who have stronger claims upon our notice than the firm of W. H. Gillard & Co., a sketch of whose warehouse appears on this page. This firm, comprised of W. H. Gillard, John Gillard and Henry N. Kittson, was founded in 1879, the senior partner, W. H. Gillard, having been for twenty-four years previously prominently identified with the wholesale grocery trade. The progress of this firm since its formation has been such as to afford striking testimony to the discriminating judgment, business tact and enterprise of its members. This success is due to the intelligent application to their business of sound modern business principles, among which we might enumerate:

Buying from place of production.

Handling none but merchantable goods.

W. H. GILLARD.

Selling on close margins.

Faithful execution and quick dispatch of orders.

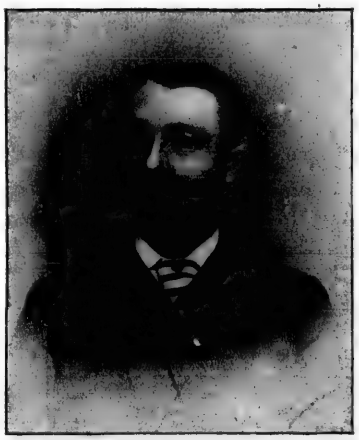
In this connection we were surprised to learn on inquiry that the excellent facilities for shipping in their commodious and thoroughly equipped warehouse, enable this firm, even under the pressure of their extensive business, to ship all orders on the day of their receipt. The importance to the trade of such prompt attention can not be too strongly emphasized.

The condition of business and the method of transacting it to-day are widely different from what they were twenty years ago, when the principals of business firms had the pleasure and advantage of personal contact with their customers. Now-a-days a large proportion of trade is done through the medium of travelers, who thus become important factors in the success of any business. Being fully alive to the importance of being represented by men that will command the respect and confidence, and deserve the attention of business men, this firm have on their staff only high class men—men of integrity, who have a thorough knowledge of the trade. Their large staff of travelers, comprised of Thomas Haywood, John Stoneman, G. A. Turner, Sam Wilkins, M. P. Malone, Gerald Haskins, G. Findlay and H. C. Beckett, are kept actively busy covering the large area of territory in the provinces, Ontario, Manitoba, British Columbia, and the Northwest, over which their business extends. These gentlemen are favorably known in their respective territories.

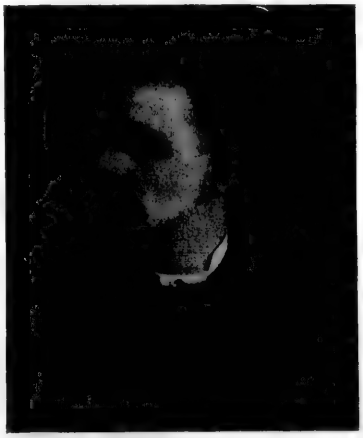
Aside from their well known business qualifications and their rectitude, promptness and deserved success in matters pertaining to trade, the members of the firm of W. H. Gillard & Co. are highly esteemed and most popular citizens. They are in the front rank whenever the city needs enterprise and liberality to promote her progress.

The building owned and occupied by this firm is acknowledged to be one of the most complete commercial architectural features of the ambitious city. It is centrally located, and being built of pressed brick with handsome stone trimmings, and plate glass windows, it presents an exterior which is elegant without being ostentatious, while its interior is finished and furnished in an elaborate and commodious manner. The general and private offices and sample rooms are well arranged and beautifully fitted up, and the order and system to be observed on all sides speaks of the character of the business transacted. While W. H. Gillard & Co. thus attend to the health and comfort of their large staff, the arrangements and appliances for the handling of their large stock are of an equally complete and advantageous character, and to no firm is greater credit due for preserving by their enterprise and energy the high standard of integrity and prosperity to-day enjoyed by this branch of commerce.

The warehouses and offices of W. H. Gillard & Co. are conveniently situated at No. 25 Main street west, near the Bank of Montreal, and visitors during carnival week should not lose the opportunity of viewing these commodious and handsome premises.



JOHN GILLARD.



H. N. KITTSON.

SAWYER & MASSEY CO. (LIMITED).

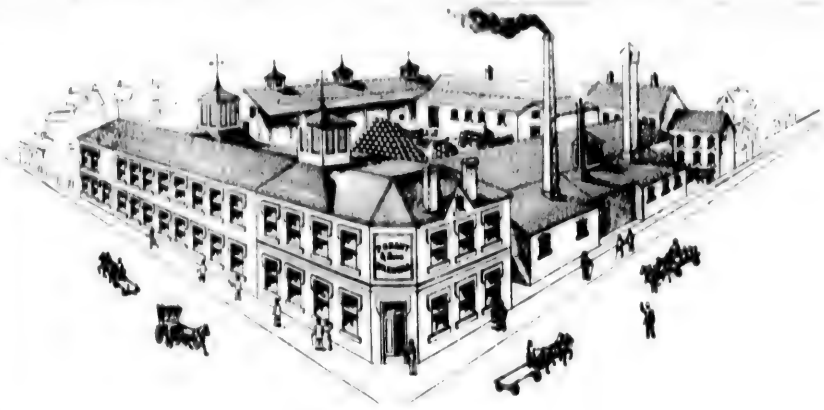
THIS firm is a combination of two of the most extensive and widely known manufacturers of agricultural implements in the Dominion, and are the successors of the long established firm of L. D. Sawyer & Co., which for the past fifty three years has been prominently identified with the history of Hamilton, and has held an honored position among her leading industries.

Founded in the year 1836 by the firm of McQuesten & Fisher, it was for some years carried on in a modest looking building situated on the corner of James and Merrick streets, the present site of the Royal hotel, but increasing business calling for larger premises, the buildings now occupied on Wellington street north were erected in the year 1854, a year fraught with events of great interest and importance to the rising city of Hamilton, as being that in which the iron horse made his first entry on the newly laid rails of the Great Western Railway.

In addition to the making of agricultural implements, the new factory engaged extensively for a number of years in supplying the railroad with many of the principal castings. In the same year also (1854) Mr. Luther D. Sawyer first became connected with the works, and in 1858, being joined by his brothers, Samuel and Payson, the business passed entirely into their hands, and has since been confined exclusively to the manufacture of agricultural implements, a specialty being now made of threshers and engines.

Further changes in the personnel of the firm afterwards took place by the death of Samuel Sawyer, the removal of Payson to the Western States, and the subsequent accession of Henry P. Coburn and Jonathan Ames, who, since 1886 till the dissolution of partnership in the present year, have taken a leading part in the conduct of the business, and it is not too much to say, that to the progressive enterprise of L. D. Sawyer & Co. is largely due much of the great improvement that has been made of recent years in harvesting and threshing machinery. Mr. Sawyer and Mr. Ames, early in the present year, wishing to retire from active life, disposed of their interests to H. A. Massey & Sons, of Toronto, who saw in the thresher and engine business a branch that would work successfully and harmoniously with their own output of binders, mowers, etc., their thorough and almost world-wide organization giving them unrivalled facilities for putting on every market every kind of machinery required by the agriculturalist.

With Mr. H. P. Coburn as vice-president and manager of the new firm, his long and varied experience in this line, the capacity and efficiency of the works, and the constantly increasing demand for high class threshing machinery, it is reasonable to assume that the future history of this business will be, if possible, still more brilliant than the past, and it is intended to spare no pains or expense to increase not only its efficiency, but also to add to the present list of machines made, such others as a widening market and the increasing intelligence of Canadian agriculturalists may require.



P. GRANT & SONS' BREWERY.

PEERLESS SEPARATOR.

P. GRANT & SONS.

THERE is no better known brewery in the Dominion than that of P. Grant & Sons in this city. It is known as the Spring Brewery, and the ales and lager beer made here have a provincial reputation. The brewery is situated at the corner of Bay and Mulberry streets, and, as may be seen on reference to the cut representing it, is a most extensive and complete brewing house. The Spring Brewery is the oldest in the city, and from a small beginning in the early days when people were few in Hamilton, it has been gradually enlarged and developed until it is now not only able to supply nearly all the ale used in the city and a preponderating proportion of the lager used here, but it sends its products far and wide throughout the province.

The ale made by P. Grant & Sons stands indisputably with the best of Canadian ales, and holds its own (many think it does more) with the best imported English ales.

The ale manufacturing department of the Spring Brewery has a capacity of 2,000 imperial gallons per day, and the plant is being used to the utmost of its capacity to meet the constant stream of orders that pour in from city dealers and from all parts of the country. In the bottling vaults are constantly kept between 200 and 300 hogsheads of ale and porter, all of which reaches the primest condition before it is bottled. They have now in stock maturing over 120,000 bottles of ale and porter. The stock ale vaults are capacious and well arranged, and have a capacity of 100,000 imperial gallons.

The rapidity with which lager beer became a favorite beverage in this part of Canada only a few years ago, induced the Spring Brewery people to go into its manufacture, and they put in a plant having a producing capacity of 2,000 imperial gallons a day. The most approved appliances are used in this department by a most skilful lager beer brewer, and the result is a popular beverage of which large quantities are daily consumed in Hamilton and in the surrounding country. The stock lager vaults have a capacity of 5,000 barrels, and above these vaults is stored each season about 5,000 tons of ice. In order to produce perfect lager beer it is necessary to constantly maintain a very low temperature in the vaults, and the ice being stored above, the vaults are kept at about 40 degrees Fahrenheit by reason of the fact that the Spring Brewery people have taken advantage of the well known natural law that cold air descends. The cold air from the ice above is led through flues to the vaults below.

The adoption of the plan of ripening beer by permanent refrigeration marked the beginning of a new era in the business, in which improved methods and machinery were to take the place of the crude appliances and processes formerly employed. The large ice-houses and the immense storage cellars then became features of the brewery, and the business was thenceforth conducted in accordance with purely scientific methods.

The product of this brewery has never, since the establishment of the business, been in any way cheapened or deteriorated by the use of substitutes or adulterants. The beer is a pure extract of malt and hops. No other ingredients are used in its manufacture. It is claimed that when Grant's beer is drunk moderately it will invigorate and tone up the system much more efficaciously than the majority of widely advertised tonics, whose only claim to excellence is the fact that the principal constituents of Grant's beer are used in small amounts in their make-up.

The popularity of Grant's ale and beer is largely to be attributed to the purity of the materials used and to the unvarying care exercised in its manufacture. The malt is made at P. Grant & Sons' own malt house, and is the product of Canadian barley of the highest grade. The brewery is supplied with all the modern appliances which science has placed at the disposal of the manufacturer, and it is safe to say that there is no establishment in the country better equipped, or better supplied with facilities for a large production than this.

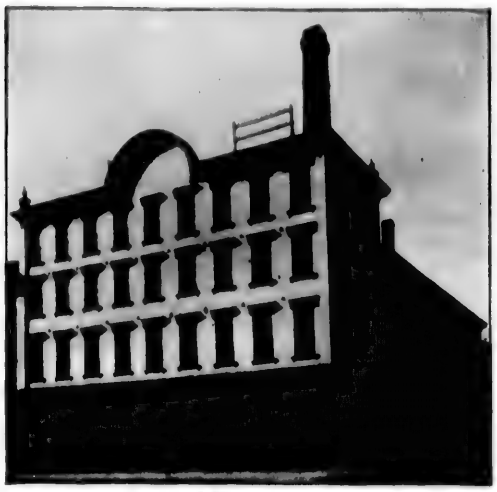
HAMILTON is the pleasantest residence city on the continent.

THERE are over a hundred secret society lodges in Hamilton.

THE Hamilton steamboats are the finest, fastest and most seaworthy on Lake Ontario.

HAMILTON CANAL is free from toll, and the ferry that carries passengers and horses across it is free.

L. D. S. ENGINE.



HAMILTON ELECTRIC LIGHT CO.

Hamilton Electric Light Co.

THIS city is very fortunate in having an excellent system of electric lighting, which gives general satisfaction, and is probably as cheap as any on the continent. About July, 1884, the Royal electric company of Montreal sent their agent, W. H. Boisfeuillet, to Hamilton to make a report on the prospect of introducing its system of arc lighting into Hamilton, and with instructions, if the city was prepared to enter into a contract for street lighting, or private citizens could be induced to subscribe for from twenty-five to fifty lights, to notify the company and it would send on the necessary plant. Mr. Boisfeuillet, with characteristic energy, succeeded in getting thirty-five subscribers, the necessary power was obtained from the Spectator printing company, and in less than one month Hamilton merchants were being supplied with the new light. Immediately afterwards negotiations were opened with the city authorities, and Mr. Boisfeuillet proceeded to prove to them that electric light was the best for street illumination. The gas company had the contract for street lighting until August 1, 1885. However, an exhibition was given of the arc lights on several streets, and the unanimous verdict was that as soon as the contract with the gas company expired an effort would be made to light the business portion of the city with the arc lights. The gas company opposed most strenuously the efforts of the electric light people to introduce their light, and, among other things, put up several large gas lamps to be compared with the arc lights. This comparison only had the effect of convincing the public of the advantages of the electric illuminant, and in April, 1885, the city advertised for tenders for fifty-five arc lights, the balance of the city to be lighted with gas. Tenders were received from two companies, but that of the Royal electric company was accepted, and on August 1 of that year the streets of Hamilton were for the first time lighted with electricity. So well pleased were the citizens with the service and petitions were coming in so fast for additional lights that in less than two years over one hundred lights were in use.

In November, 1885, R. M. Wanzer, one of Hamilton's most enterprising citizens and manufacturers, opened negotiations through Mr. Boisfeuillet for the purchase of the plant, franchises, etc., of the Royal electric company. The transfer was completed, and Mr. Wanzer showed excellent judgment in securing the services of Mr. Boisfeuillet to manage the business. The results since then have proved most satisfactory, and the business of the company then formed has steadily increased in volume. The business since Mr. Wanzer has taken hold of it has been carried on under the name of the Hamilton electric light company. In the spring of the present year there was a demand for incandescent lighting, and after a thorough investigation of all the incandescent electric lighting systems, arrangements were completed with the celebrated Westinghouse electric company of Pittsburg, Pa., for the sole control of that system in Hamilton and the outlying district within ten miles of this city. In a very few weeks a five hundred light plant was in operation, and so great has been the demand for this class of light that the Hamilton electric light company has arranged to put in fifteen hundred additional lights. From the first night the dynamo was started the lights have given the very best satisfaction. The current is charged for by a system of meter registration, so that a customer need not pay for what he does not use. The enterprise of the company received a well merited reward when a short time ago the contract was awarded for lighting the whole of the streets of Hamilton by electricity for a term of five years. The contract calls for the supply of 250 arc and 32 incandescent lights, and any additional lights that may be required. The arc lights will be placed in the centre of the city, and the incandescent lights in the outskirts, and when they are in operation Hamilton will be one of the best illuminated cities on the continent. The arrangements for supplying power are most complete. In the building of the company, at the corner of King and Catharine streets, are seven boilers of one hundred horse power each, two three hundred horse power Wheelock engines, made by Goldie & McCulloch of Galt, and one sixty-five horse power Westinghouse engine; arc light dynamos to run 250 lights for the streets and 150 lights for commercial use, besides the incandescent dynamos. Visitors to the carnival should not fail to call at the factory and see this splendid collection of machinery in operation. The courteous manager, Mr. Boisfeuillet, is always happy to explain the system and plant to those desiring information. The building is centrally located, being only one block east of the post-office. The lower flat is used exclusively for the electric light plant, and the other flats are rented for different manufacturing purposes. The electric light company heats the building and supplies the necessary power to all.

THE DYNAMOS.

The company has a ten years' franchise from the city for pole rights, and sole control of the Thomson-Houston arc light system, the Westinghouse incandescent system, the Sawyer-Man electric lamps and the Westinghouse electric motors, all of which systems are unequalled in their particular lines. The company has given excellent satisfaction to the citizens ever since it began operations here, and, no doubt, with its improved equipment and extended resources, it will be in a better position than ever before to fully meet the demands of the citizens in providing them with manufactured sunlight. Mr. Boisfeuillet is at present engaged in locating the new city lights, and about fifty of them will be in position during carnival week. When they are all in proper working order the city will present a very brilliant appearance from the mountain at night. The incandescent lights are being placed in the outlying districts where it is not necessary that the large arc system should be established. They are about 25 candle power and have the advantage over gas in that they are cheaper and can be all lighted and extinguished at once, whereas under the old system it was necessary for men to go about attending to this work which often gave rise to complaints and accidents happening on account of unlighted streets. All this will be done away with in the future, and the citizens may be congratulated on the wisdom of the board of works in making the choice of electric light instead of gas for the illumination of the streets of the city.

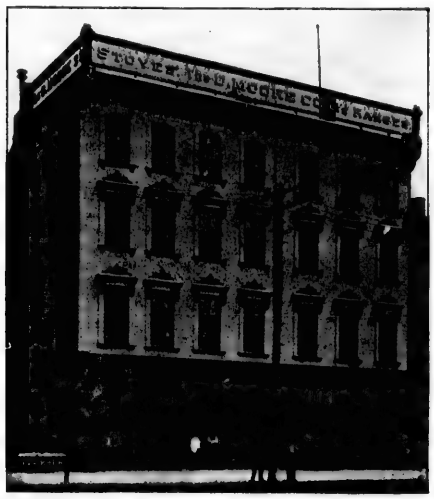
The electric light company has an agreement with the city, made last spring, and ratified by the telephone and telegraph companies, specifying how the wires of the light company shall be placed on the poles, and has always shown a marked desire to respect the rights of all other wire hanging companies in this respect, with the result that harmony exists between these corporations. Under this agreement with the city the electric light company has a patrolman on duty all night with a horse and rig, and it is his duty to respond to all fire alarms within the limits of the electric light circuits, so as to be prepared to cut off the current and, if necessary, the wires, in order to facilitate the operations of the firemen in raising ladders and working upon high buildings. As constituted at present the lights on the streets are included in the six circuits, and in cases of a fire or any occurrence that necessitates the cutting off of the current, the patrolman mounts a pole in the vicinity and closes the circuit on the station side. This simply extinguishes a few of the lamps on the side furthest from the cut, and they can be readily put in operation again. This, however, is an expedient that need only be used in cases of large fires, and merely shows the perfect system under which the business of the company is conducted. Mr. Boisfeuillet has under him a large and efficient staff of workmen and skilled electricians, and he is himself one of the best electrical engineers on the continent. At the present time of writing, 160 arc lights and about 500 incandescent lights are in use, and the staff is actively engaged in extending the system throughout the city to keep pace with the increasing demand for incandescent lights for private use, and in fulfilment of the recently signed contract for the lighting of the streets of the city.

The science of electric illumination has been making great strides during the past few years, and has now attained to a state of perfection beyond the expectation of its most sanguine advocates. There is no longer any doubt that it is the light of the future, and it is rapidly displacing gas as an illuminating agent in every place where the two are brought into competition. As a motive power, too, electricity is rapidly becoming known, and it is used in most of the leading cities for driving street cars and light machinery of various descriptions. For railway purposes it is expected that a system will speedily be in use that will enable people to travel safely at a rate of speed hitherto undreamed of, and in reality to annihilate space, as it has already been said to annihilate time, by transporting persons and freight at the rate of one hundred and eighty miles an hour and over. Already experiments are in progress, and a motor has been built which is reported to have attained this unheard of speed, which, considering the power, is not to be wondered at

ENGINE ROOM.

THE D. MOORE COMPANY. (LIMITED.)

THIS old and widely known firm was established in 1828 by Edward Jackson, who, some years later, formed a partnership with the late Dennis Moore. In 1872 Mr. Jackson died, and Mr. Moore assumed full control of the business. The present joint stock company, comprising the members of Mr. Moore's family, with W. A. Robinson as president, W. W. Robinson, vice-president, and Ed. J. Moore, secretary, was formed shortly after Mr. D. Moore's death, in November, 1887. The company is now one of the most extensive manufacturing concerns in the city, also being importers of and wholesale dealers in tin plate and Canada plate, sheet iron, sheet copper, galvanized iron, Russian iron, block tin, wire, etc. They also handle a full line of tinsmiths' tools and machines, pressed, stamped and spun ware, iron-clad milk can fixtures, and general tinsmiths' trimmings in great variety. The building represented in the engraving is the office and showrooms, situated at 98-100 King street east. These premises have been recently enlarged and improved, and are now most conveniently adapted, with modern facilities, for their extensive trade.



THE D. MOORE CO. (LIMITED.)

The foundry is situated at the corner of Catharine and Robert streets, and here is manufactured the "Superior" line of superior stoves and ranges, hollow ware and general small wares in great variety, among which are the following:—Saratoga range, for coal or wood; Mayflower cook, for coal or wood: Bermuda, Florida, Britannia, Winner and New Conqueror, wood cooks; Highlander and Queen, elevated oven, wood cooks; Loyal Canadian, high art square base burner and double heater, with and without oven; New Jewel, round base burner, with and without oven; Burlington, sheet iron surface burner and double heater, with and without oven; Riverside Oak, the new and latest improvement in round hot blast double heaters, for coal or wood; Forest King and Forest Queen, round heaters, for coal or wood; Venus Franklin, open grate stove for coal; Sunbeam, square parlor, and a general assortment of box stoves for wood, and the celebrated New Crown oil stove, in many styles.

MEAKINS & SONS.

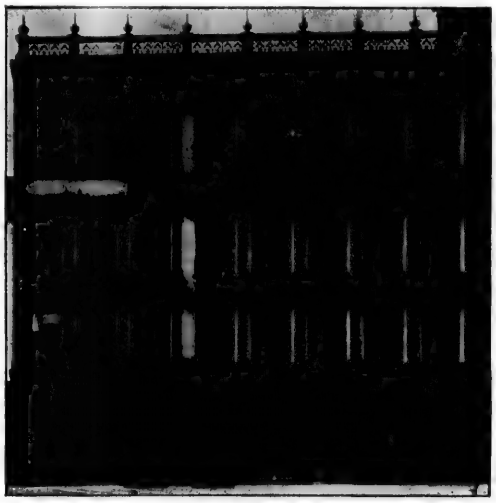
MEAKINS & SONS.

MANUFACTURERS of brushes, Hamilton, Toronto and Montreal. This firm, a cut of whose factory is here shown, is one of the largest firms in the manufacturing of brushes on this continent, and also one of the oldest, having an unbroken record of over thirty years in this line. The present partners are C. Wm. Meakins, of Hamilton, and Chas. W. Meakins of Montreal, being the son and grandson of the original senior member of the firm. The dimensions of the factory are 80 x 100 feet, and being four stories high gives about 32,000 feet of floor space, all of which is taken up with the most improved machinery and appliances known in the business, and to which the firm are constantly adding. This firm manufactures everything conceivable in the way of brushes for all known purposes, from the finest artists' and painters' tools to the cheapest, and from the finest toilet goods to the commonest household brushes. The firm makes a specialty of mill and machinery brushes, for which it has put in specially adapted machinery at great expense. To better facilitate the distribution of their goods throughout the eastern portions of the dominion, the firm opened in 1887 a branch warehouse in Montreal, at 313 St. Paul street, which is under the management of the junior partner. Here they carry an extensive stock and ship goods to all points in the province of Quebec, the maritime provinces and Newfoundland, all shipments for Ontario, Manitoba and British Columbia being made from the factory. The firm has lately opened a large sample room in Toronto, at 50 Wellington street, where its representative is always pleased to meet any person interested in their line of goods. The catalogue of brushes is one of the most complete that is published, and is revised and reprinted at the beginning of each year at considerable expense. Meakins & Sons would be pleased to mail copies of the same to any person requiring their goods, and also to give estimates of cost on mill and machinery brushes on receipt of specifications. They extend to any of their friends and patrons visiting the carnival a cordial invitation to go over their factory or make use of their office for correspondence, etc., while in the city.

JOHN McPHERSON & CO.

AT the corner of John and Jackson streets may be seen the large boot and shoe manufactory of John McPherson & Co., one of the largest establishments and most reliable boot and shoe firms in Canada, and the largest in Ontario. The business is one of long standing, having been established in 1855, when the premises occupied were situated on King street east. With the growing demands of trade the firm was forced to vacate their much too small factory and erect the present large works. The success of this enterprising move is now more than assured. The new building has been occupied only two years, and the factory is running at its full capacity, having orders placed for months ahead. The trade covers the whole of the Dominion, and the standard quality of the goods manufactured is well known among dealers.

It is no flattery, but a bare statement of fact, to say that the goods turned out at this establishment are the very best in Canada. The person who has once tried a pair of McPherson's boots or shoes will always ask for them again, a truth that has led all wideawake boot and shoe dealers in the country to keep this make in stock. The John McPherson & Co.'s stamp on a pair of shoes is as good a guarantee as anybody needs.



MACPHERSON, GLASSCO & CO., WHOLESALE GROCERS, HAMILTON.

Carnival Programme.

MONDAY, AUGUST 19.

The XIII. Batt. Military Band will play at the Gore at 10 o'clock, from thence by boat to Hamilton Beach.

The Lake Yacht Racing Association Regatta, held under the auspices of the Hamilton Yacht Club, will take place off Hamilton Piers, on Lake Ontario, commencing at 11.50 a. m. No entrance fee; 10 per cent. deducted from winnings. Two boats to start or no race; three boats to start or no second prize; four boats to start or no third prize.

PRIZES.	1st.	2nd.	3rd.
75 L. W. L.	$100	$50	...
50 "	100	50	$30
36 "	80	40	25
30 "	80	40	25
25 "	50	25	15
20 "	50	25	15
35 feet Steam Launch	40	20	10

JOHN McPHERSON & CO.

The Steam Launch Race is quite a novelty, and will be a very pleasing feature of the Regatta.

The Merchants' Convention will open its first session at Court House at 12 o'clock noon.

International League Baseball Match, between Hamilton and Rochester clubs, at Dundurn Ball Grounds, commencing at 3.30 p. m.

Victoria Rifle Club will hold their annual matches at their own grounds, commencing at 8 o'clock a. m. and continuing all day. Over $300 in prizes will be given. Competitors from a distance allowed to make entries after the arrival of the morning trains. There will be a match of 200, 500 and 600 yards with Snider rifle; at 500 and 600 yards with the Martini rifle; and extra matches at 200 and 500 yards with Snider or Martini.

The XIII. Batt. Band will play at the Beach during the afternoon and evening.

MONDAY NIGHT.

Procession and Illumination.—Procession of illumin-

ated craft on the bay and lake. Illumination of the fleet of yachts, steamboats, steam launches and other craft. Illumination of the Beach. General illumination of the City of Hamilton.

TUESDAY, AUGUST 20.

The Merchants' Convention, at the Court House at 9.30 a. m.

The XIII. Batt. Band will play at the Gore at 10 o'clock a. m., afterwards playing down to the wharf, and thence by boat to the Beach.

Baseball Match.—Hamilton vs. London, International League teams, on the Dundurn Ball Grounds, at 10.30 in the morning and 4 o'clock in the afternoon.

Annual Regatta Canadian Association of Amateur Oarsmen will take place at Hamilton Beach, starting at 2.00 p. m.

LIST OF EVENTS.

Four-oared shells (senior)—$600 challenge cup, gold medal and banner; 2nd prize, silver cup. Four-oared shells (junior)—Gold medal, silver cup and banner. Single scull shells (junior)—Gold medal, silver cup and banner. Double scull shells (senior)—"Hop Bitters" challenge cup, two gold medals and banner. Double scull shells (junior)—Two gold medals and banner. Pair-oared shells—Challenge cup, two gold medals and banner.

The Executive of the North America St. George's Union will meet at 4 o'clock p. m. in the St. George's Hall.

TUESDAY NIGHT.

The North America St. George's Union.—The delegates, with their ladies and friends, will be welcomed by citizens at St. George's Hall at 7.30 p. m. until 9.30. Addresses will be given by His Worship the Mayor, W. H. Gillard, Esq., President of the Union, and others; after which a social reunion of the Hamilton society and the delegates will take place.

General illumination of the City.

Presentation of prizes won during the day.

Brilliant illumination of and grand display of fireworks on the bay, in which will be introduced a pyrotechnic naval battle or sea fight, which will exceed in weird and brilliant effect anything of a like nature heretofore attempted.

Illuminated barges carrying every conceivable description of colored shells, mines, rockets, streamers and tourbillions, will bombard each other with this brilliant form of ammunition; the engagement terminating with the final explosion or blowing up of the vessels engaged.

Incidental to the naval fight, the surrounding expanse of water will be covered with floating illuminations—changing to rows of jewelled fountains.

WEDNESDAY, AUGUST 21.

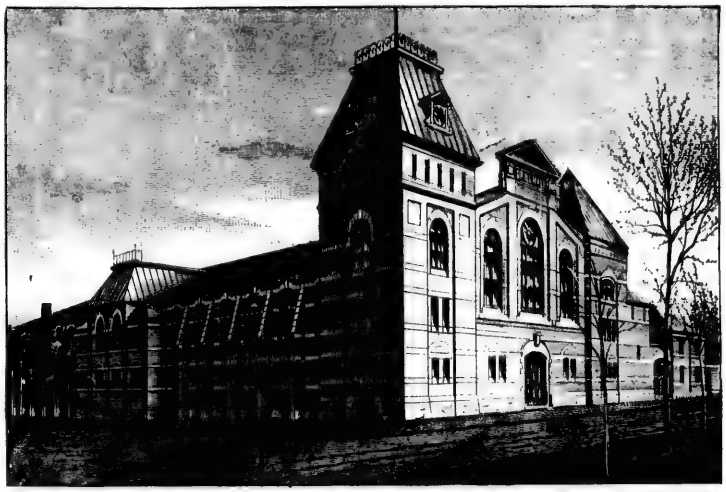
The Merchants' Convention at the Court House at 9.30 a. m.

The North America St. George's Union at 9 o'clock, at St. George's Hall.

Arrival of uniformed and other societies with their bands of music.

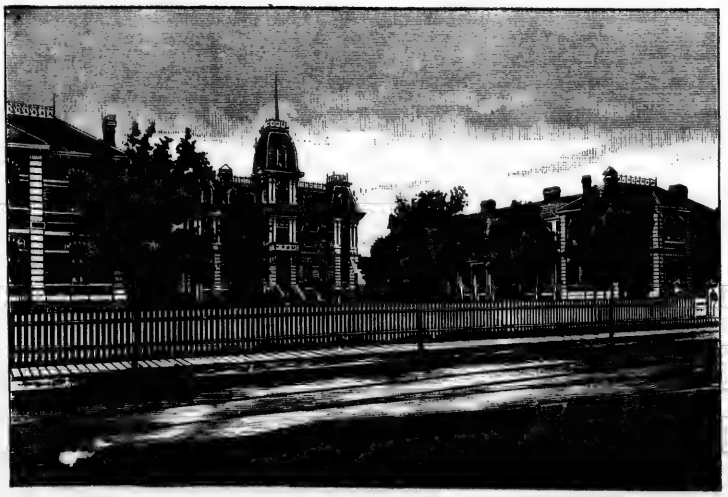
Parade of the army of Bicyclists from all parts of Canada. Magnificent silver cup, valued at $150, given by the Meriden Britannia Works, and other very valuable prizes for bicyclists.

Grand Procession of all the various Societies in regalia—with the Uniformed Corps. Military and other bands, bicycle clubs, delegates to the various conventions and distinguished visitors—to Dundurn Park, arriving there at 1 o'clock p. m.

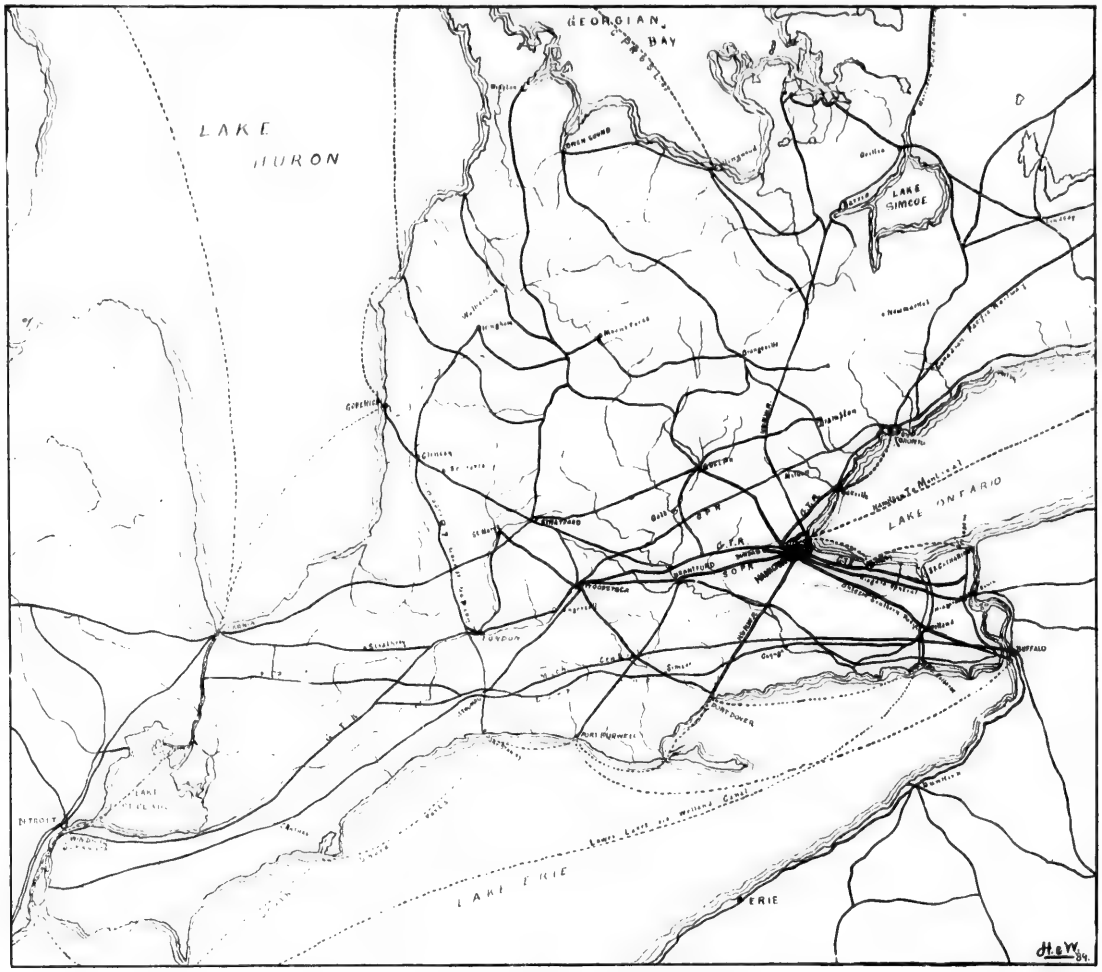


THE ARMORY.

ON HAMILTON BAY.



THE CITY HOSPITAL.



MAP SHOWING HAMILTON'S RAILWAY FACILITIES.

The Games and Athletic Sports of all Nations will at once commence on the Baseball grounds, under the management of Chief McKinnon, retired general and heavy-weight champion of America. In these games the most noted athletes in America will take part. $800 in prizes gold and silver medals, etc.

LIST OF EVENTS. PRIZES.

1.	Boys' Race (under 14 years)	$3	$2	$1
2.	Standing Long Jump	8	4	2
3.	Putting Heavy Stone	8	4	2
4.	" Light "	8	4	2
5.	Race 150 yards	8	4	2
6.	" " (Amateurs only)	Gold Medal.	Silver	Medal.
7.	Sword Dance in Highland Costume	8	4	2
8.	Irish Jig in Costume	8	4	2
9.	Throwing Heavy Hammer	8	4	2
10.	" Light "	8	4	2
11.	Quarter-Mile Race	8	4	2
12.	" " (Amateurs only)	Gold Medal.	Silver	Medal.
13.	Running Long Jump	8	4	2
14.	" High "	8	4	2
15.	" Hop-Step-and-Jump	8	4	2
16.	Highland Fling in Costume	8	4	2
17.	Sailor's Hornpipe in Costume	8	4	2
18.	Half Mile Race	8	4	2
19.	Hitch-and-Kick	8	4	2
20.	Hurdle Race	8	4	2
21.	" " (Amateurs only)	Gold Medal.	Silver	Medal.
22.	Standing High Jump	8	4	2
23.	Throwing 56 lb. weight	8	4	2
24.	One Mile Race	10	6	4
25.	Vaulting with Pole	8	4	2
26.	Race 150 yards (open only to members of Societies who appeared in procession)	8	4	2
27.	Race 100 yds. (men over 50 years of age)	8	4	2
28.	Grand Tug-of-War (between a team of six men from each Society represented in parade	12	6	3

REGULATIONS.

1st. Rules of the N. A. U. C. A. and the Amateur Athletic Association of America will govern all competitions.

2nd. Competitors will make their entries with the the Secretary either by mail to Hamilton or on the grounds. Four entries in each game or no competition.

3rd. Competitors must be ready when game is called or forfeit entry.

4th. Last entry to lead off.

5th. No person allowed in the ring or track excepting Judges and competitors engaged in competitions.

6th. Competitions will not necessarily come off in the the above order.

7th. Decision of Referee McKinnon final.

8th. An entrance fee of 25c. for each game.

WEDNESDAY NIGHT.

Ye Olde Time Concerte will take place at the Crystal Palace, commencing at 8 o'clock p. m. The Committee having this particular part of Carnival work in charge have made great efforts to delight the vast audience which will attend the Concert. The best vocal and instrumental talent has been retained, and all the choicest "old time" songs and musical selections will be rendered. This feature of musical entertainment has often been suggested by lovers of music, and the Committee have thought it well worthy of Carnival week.

The 13th Battalion Band will play at the Gore—thence to the Crystal Palace and Dundurn, where a grand promenade concert will be held, and a gorgeous display of fireworks.

The army of Bicyclists will parade through the principal streets with Chinese lanterns, Roman candles and Torches—thence to Dundurn.

General illumination of the city.

THURSDAY, AUGUST 22.

The Merchants' Convention at Court House, 9.30 a.m.

The North American St. George's Union at St. George's Hall at 9 o'clock.

The Trades Procession will start, moving sharp at 1 o'clock p. m. The route of procession will be along King street to Victoria avenue; Victoria avenue to Hunter street; Hunter street to John street; John street to Main street; Main street to Macnab street; Macnab street to King street; King street to Queen street; Queen street to York street; York street to Merrick street; Merrick street to Macnab street; Macnab street to Cannon street; Cannon street to James street; James street to Barton street; Barton street to John street; John street to Gore street; Gore street to James street; James street to King street.

The procession will include in grand array the productions of every manufacturer of the city of Hamilton, and the whole mercantile community of the city have united in one grand effort to make this the greatest display of the kind ever witnessed in Canada. The decorations carried in the procession will be of a georgeous character; and the best bands of music along the line of march will add to the delight as the whole scene will be instructive to the beholder.

THURSDAY NIGHT.

Banquet given to the delegates to the North American St. George's Union, at 8 o'clock.

Brilliant display of fireworks at the eastern part of the Gore, the grand sets being arranged along the open space. An infinite variety of the most elaborate designs and costly pyrotechnic art, appropriate mottoes and devices for the Carnival; and a magnificent arch which attracted such universal attention to the Peace Demonstration in London, England, after the Crimean war. An aerial display of mines, shells, balloons, etc.

Open air military band concert all the evening.

General illumination of the city.

FRIDAY, AUGUST 23.

Military day.

North America St. George's Union resume their session at 9 o'clock a. m.

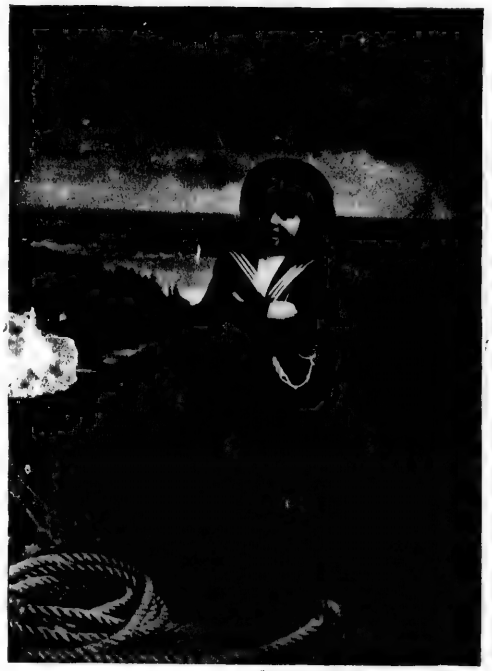
The Merchants' Convention resume their labors at 9.30 a. m.

Grand military parade, in which crack regiments of the Dominion will take part—cavalry, infantry artillery, and veterans of the British army and navy.

FRIDAY EVENING.

General city illumination.

ASYLUM FOR THE INSANE—MAIN BUILDING.



"THE JOLLY TAR."

Cochran, photographer, 124 King street east, is highly successful in catching the pleasing expressions of the little folks, similar to the above picture. Special attention given to the posing, lighting and expression of all subjects. Finish unsurpassed.

ASYLUM FOR THE INSANE NEW BUILDING.

J. M. WILLIAMS & CO.

THIS widely-known firm of iron founders and manufacturers of stoves, furnaces, etc., has for some years past been adding improvements to its extensive works, until now it has unrivalled facilities for turning out a class of goods which cannot be excelled in the Dominion. The foundry, warehouse and shops in connection, are situated on Hughson street, between Rebecca and Gore streets, and are central and convenient of access. The business ramifications of the firm extend all over Ontario Quebec, Manitoba, British Columbia and the Northwest Territories. A large trade is carried on with those distant points. They manufacture a large line of Universal stoves and ranges for heating and cooking purposes, for burning either coal or wood. Their leading range called the Grand Universal, is made in forty different styles and sizes, and either round or square fire pot, and furnished with the duplex grate. The firm guarantees this range to be the only perfect working range made, it being a grand cooker and economical in fuel. Over 5,000 in use in Canada, and every one a grand success.

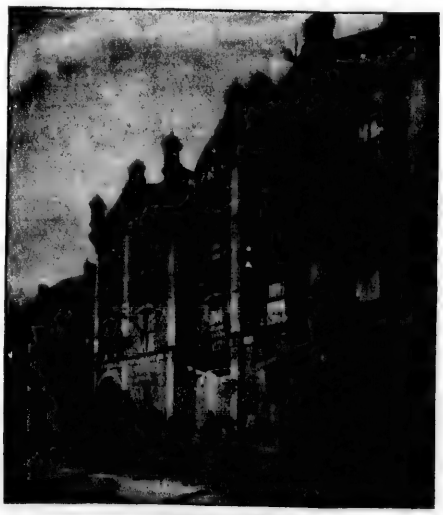
The "Anthony Steel Plate" furnace is an article the stirling merit of which has made its reputation in a short time. It furnishes an ample volume of mild pure air, free from gas, dust or organic impurities, besides realizing all the advantages of steam or hot water heating at one-third the cost. When quality is considered it is the cheapest furnace in the market. In considering the first cost of a furnace remember that a few dollars apparently thus saved often proves very expensive economy. A first class furnace will return its additional cost the first season in economy of fuel and repairs, to say nothing of the improved quality of the air supplied. The indirect effect of a good heater on the health of the family at all times cannot be computed in dollars and cents.

The Anthony Steel Plate Combination furnace for heating with wood, hot air and hot water, is made in four sizes, and has all the advantages of the Anthony Steel Plate furnace, with the addition of hot water heating. The firm makes a low priced furnace called the Crusader, which is a very powerful and economical heater, is giving satisfaction wherever placed.

They also manufacture the Universal Wood Furnace, hot air and ventilating Registers, and the celebrated Universal Hollow-ware.

DOMINION BREWERY.

ON Bay street north, between King and York, can be seen the large Dominion brewing establishment, of which Henry Kuntz is sole proprietor. The premises are large, and the trade done is likewise extended. The brewery was built in 1874 by David Kuntz, of Waterloo, and he carried on a successful business until the year 1884, when his son, Henry assumed control and ownership. The premises are one of the finest in Western Ontario, and are admirably situated. The trade done is extensive, both in the city and county, and a considerable amount of export business is done, the demand for Kuntz' lager extending into the outlying counties, cities and towns. Perfect order and cleanliness are to be observed all over the works, the proprietor evidently believing in the adage that "whatever is worth doing at all is worth doing well." Bottled, cased and keg lager is manufactured in large quantities, and during the summer season the large staff of employes are kept continually in a hustle and rush to supply the demands of the trade. The proprietor has his goods analyzed from time to time, and they are invariably pronounced pure and free from adulteration. The fact that nothing but hops and malt are used in their manufacture is a sufficient guarantee of their good quality.



DOMINION BREWERY.

J. M. WILLIAMS & CO.'S FOUNDRY.

W. E. Sanford Manufacturing Co.

(Limited.)

WHOLESALE

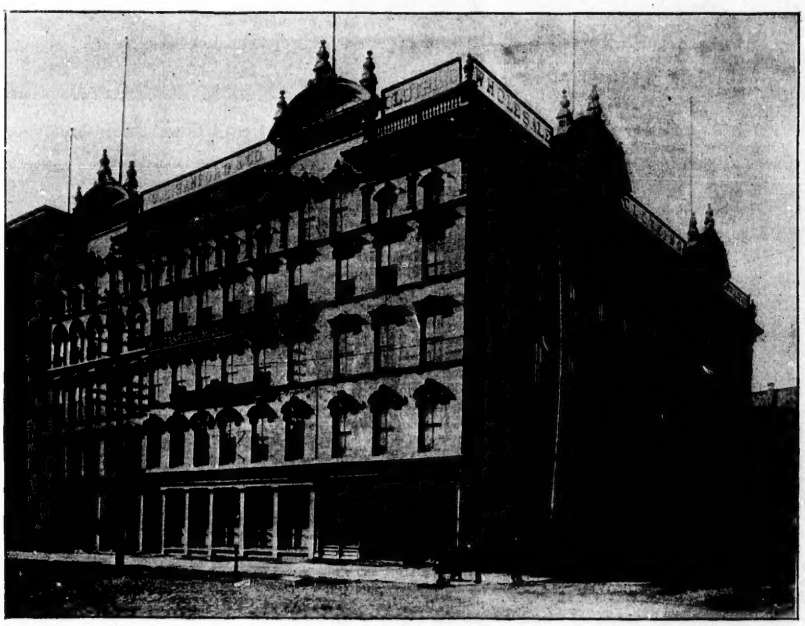
Clothing Manufacturers,

Hamilton, Ontario.

TORONTO, ONT.
36 Wellington St. West.

WINNIPEG, MAN.
Whitla Block, Albert St.

VICTORIA, B. C.
Wharf St.



THE SANFORD BUILDING.

THIS firm of wholesale clothing manufacturers and military uniform contractors carries an enormous stock. The extensive premises of the company, situated at the corner of King and John streets, are packed from cellar to shingles with cloths, clothing in process of manufacture, and clothing ready for the market. It is a busy scene, and the wholesale manner in which hugh piles of cloth are cut by machinery into garments of the latest style and most approved patterns, is a sight which bewilders the beholder who has been accustomed to see clothing cut, suit by suit, by the custom tailor's shears.

The business done by this company is very large. The fourteen travelers of the firm cover the entire Dominion, from ocean to ocean, and the Sanford clothing is the favorite among the Canadian people in all parts of the country.

No other firm in the same line of business in Canada carries a larger stock, does a more extensive trade, or employs a greater number of people than does this.

The samples shown by the firm's travelers and agents, in every city, town, village and hamlet in the Dominion, embrace full lines of men's, boys' and children's suits, overcoats and trousers; summer clothing, smoking jackets, dressing gowns, overalls, woolen shirts, and ladies' mantles, numbering in all some 700 garments, and making a grand and interesting display.

The business was founded about twenty-five years ago by Hon. W. E. Sanford, who has remained at its head ever since. At the beginning he had associated with him Alexander McInnes, under the firm name of Sanford, McInnes & Co. Mr. Sanford did the traveling for the firm, and his energy and business sagacity soon gave the young house a start in the highway to great success. At that time ready-made clothing was not what it is now. Then no attention whatever was paid to style or finish. The cheapest was considered the best for the trade, and the garments that were turned out by some houses were fearfully and wonderfully made. It is little wonder that Mr. Sanford found that a strong prejudice against ready-made clothing existed throughout the country—there was good and sufficient reason for the prejudice. With that keen appreciation of the situation, and unerring forethought which have been his characteristics, Mr. Sanford saw that there was room for a great reform, and he immediately set about effecting it. He imported the best men he could find, began making garments that had style, finish and fit about them, and created a revolution in the ready-made clothing business of Canada. The revolution was complete. The old style of misfitting garment was relegated to the rear and Sanford's ready-made clothing, stylishly cut, neatly made, elegantly trimmed and in the latest fashion carried the market by storm. The prejudice against ready-made clothing rapidly faded, and in time completely disappeared.

Several changes in the style and membership of the firm took place until about two years ago when the W. E. Sanford Manufacturing Co. (Limited) took over and continued the business.

The establishment is now, of course, fully equipped with all that mechanical art can supply. Four cutting machines are in constant operation converting the large piles of cloth into shape preparatory to being placed in the hands of the maker. There are also machines for measuring and shrinking the cloth, for making buttonholes and putting on buttons, and in short for almost everything by which the efficiency of labor can be increased.

The skeptic in ready made clothing should visit this great establishment. Here he will find vast heaps of clothing, piled on large tables, and he will, on close inspection, discover that every garment is perfectly and elegantly finished to the smallest detail. There is nothing but the price to indicate to the visitor that the garments he is examining were not made to order by some fashionable tailor.

A visit to this great establishment will amply repay visitors to the carnival. All will be made welcome, and the members of the firm and their staff of courteous assistants will endeavor to make the visit interesting. In no other establishment in Canada can one obtain an adequate idea of the magnitude of the ready made clothing trade; nowhere else can he see the business conducted in such perfection; no other concern can pretend to the volume of the output of this mammoth establishment.

NEW BUSINESS EMPIRE

FOR

MANUFACTURERS, CAPITALISTS, MERCHANTS AND HOMESEEKERS.

Nashville, Tennessee.

THE AGRICULTURAL GARDEN REGION, EDUCATIONAL CENTRE, MINERAL GATEWAY AND BUSINESS METROPOLIS OF THE SOUTHERN STATES.

CLIMATE, SOCIAL AND EDUCATIONAL CONDITIONS UNEQUALLED.

23 HOURS FROM HAMILTON, 8 FROM CINCINNATI, AND 13 FROM CHICAGO.

ADVANTAGES.—Accessibility to the World's great trade centers on the highway of the Louisville & Nashville Railroad between New York and New Orleans. The same inducements now to investors as offered by Chicago 30 years ago.

N. B.—The remarkable success of Canadians in the U. S.—notably Erastus Wiman, Sir Roderick Cameron, and other thousands of now wealthy former Dominion subjects who have attained the highest business and social prominence in the U. S., prove what other Canadians of character and grit may do in this New Business Empire of America.

RESPONSIBLE PARTIES MAY ADDRESS

Nashville Land Improvement Company

NASHVILLE, TENN.

Or E. LAKE & CO., 16 KING ST., TORONTO.

J. S. HUSBACK, President. W. A. FREEMAN, Sec-Treas. T. J. CARROLL, Gen Man.

HAMILTON BRASS MANUFACT'NG CO.

MANUFACTURERS OF

Engineers' and Plumbers'

BRASS GOODS

AND ALL KINDS OF BRASS CASTINGS.

Patent Boiler Purger, Vacuum Lubricators, Flue Cleaners and Portable Lawn Fountains, Window Fixtures and Bank Rails.

173 AND 175 JAMES ST. NORTH. HAMILTON, ONT.

The Improved

BUDDINGTON

Dresscutting Machine.

This is a perfect tailor system, by actual measurement, easy to learn. Used at Alma and Hellmuth Ladies' Colleges, by leading dressmakers, and many ladies who speak highly of it.

AGENTS WANTED.

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T. J. HAY,

DRESSCUTTING SCHOOL,

163 JAMES ST. NORTH,

HAMILTON, ONT.

Cutting Done. Perfect Fitting Patterns. Featherbone Corsets and Waists to Order.

P. GROSSMAN,

— DEALER IN —

SHEET MUSIC, MUSIC BOOKS

AND MUSICAL INSTRUMENTS OF EVERY DESCRIPTION.

47 James Street North,

HAMILTON, ONT., CANADA.

Band and Orchestral Instruments a specialty.

Agent for Besson's celebrated Prototype and Boosey's Patent Light Valve Band Instruments.

Also "KNABE" and BEHR BROTHERS' PIANOS.

THE

CANADA BUSINESS COLLEGE

ARCADE BUILDINGS,

HAMILTON, ONTARIO.

The Leading School of Business Sciences and Shorthand in Canada.

Reputation founded upon nearly 30 years of successful operation.

Has more than a thousand graduates in business.

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R. E. GALLAGHER, PRINCIPAL.

FACTORY ESTABLISHED AND IN CONTINUOUS OPERATION SINCE 1816.

George Mather's Sons,

No. 60 JOHN STREET,

NEW YORK.

MANUFACTURERS OF

BLACK AND COLORED

PRINTING INKS

Wood Cut, Book, Job, News and Extra News Ink

Varnishes, etc.

SPECIMEN BOOKS AND PRICE LISTS SENT ON APPLICATION.

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College of Music

COR. MAIN AND CHARLES STREETS.

FALL TERM WILL COMMENCE ON MONDAY, SEPT. 9.

Full staff of thoroughly qualified and eminent teachers in every department of music.

Piano, Organ, Voice, Violin and all Orchestral and Band Instruments, Harmony, Thorough-Bass, Counter Point, etc. Sight Singing (staff notation), Tonic Sol Fa in classes. Piano in grades. Terms ranging from $6 to $30, according to advancement. Quarterly examinations and reports to parents and guardians. Organ and Piano practice in the college. Elocution by S. H. Clark.

Terms to resident students on application.

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Wholesale Confectioners

FOR THE BEST

CONFECTIONERY AND CIGARS.

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HAMILTON, ONTARIO.

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Landed Banking and Loan Co.

HAMILTON, ONTARIO.

Capital Subscribed,	$700,000
Paid Up,	382,000
Total Assets, over	1,300,000

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JOHN WALDIE, Vice-President.

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MONEY TO LOAN on improved Farm, City and Town Property at current rates, and on easy terms of repayments.

DEPOSITS received on interest at highest rates.

DEBENTURES issued with Half-yearly Interest Coupons attached.

SAMUEL SLATER, TREASURER.

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NO FURTHER CERTIFICATE OR RECOMMENDATION REQUIRED.

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FOR INFANTS, INVALIDS, INDIGESTION.

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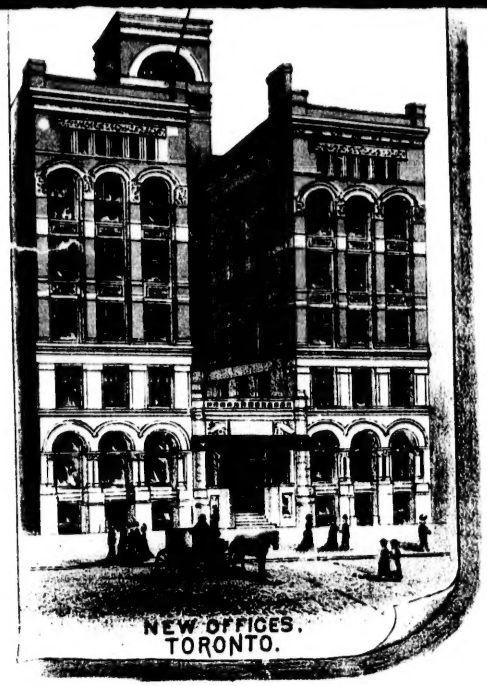
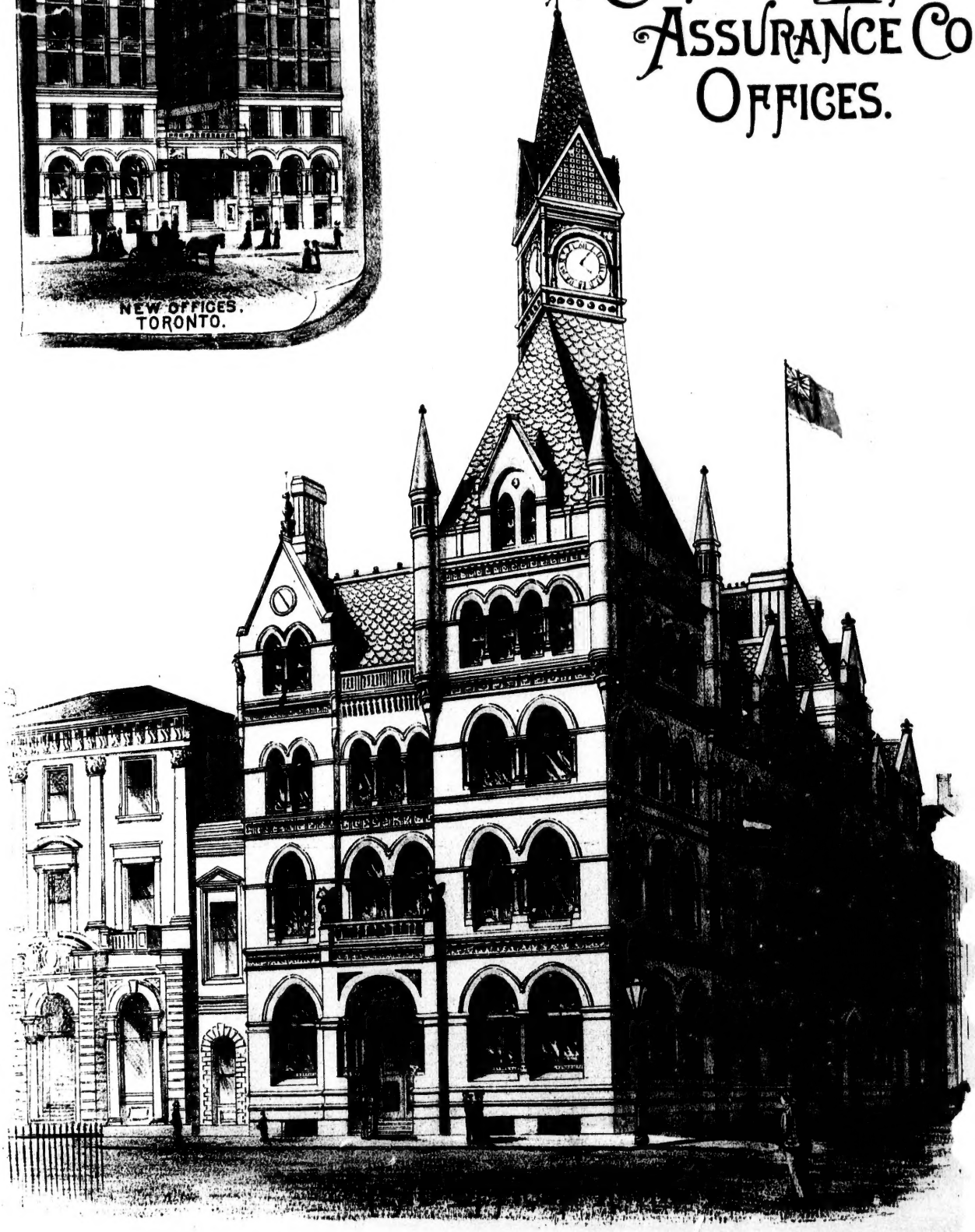
HAMILTON ONT., - CANADA.

CANADA LIFE ASSURANCE CO OFFICES.



NEW OFFICES.
TORONTO.



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